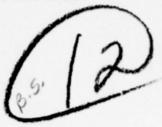
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USAAEFA PROJECT NO. 76-13



## AIRWORTHINESS EVALUATION NUH-1H HELICOPTER WITH GLOBAL POSITIONING SYSTEM

FINAL REPORT

TOM P. BENSON PROJECT ENGINEER

CHARLES L. THOMAS
MAJ, CE
US ARMY
PROJECT OFFICER/PILOT

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**MAY 1977** 



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UNITED STATES ARMY AVIATION ENGINEERING FLIGHT ACTIVITY EDWARDS AIR FORCE BASE, CALIFORNIA 93523

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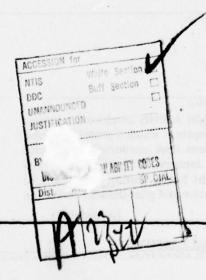
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#### 20. Abstract

P(PIO) characteristics of the NUH-1H helicopter. During this test, one deficiency and one shortcoming were noted. The deficiency was insufficient aft longitudinal control margin in rearward flight. The shortcoming was insufficient directional control margin in hover and low-speed flight. The deficiency and the shortcoming were a result of the gross weight and center of gravity of the helicopter after installation of the GPS, although both were within normal UH-1H operating limits. There was no significant effect on vibration characteristics or increase in PIO tendencies of the NUH-1H as a result of the GPS installation.



UNCLASSIFIED



# DEPARTMENT OF THE ARMY HQ, US ARMY AVIATION RESEARCH AND DEVELOPMENT COMMAND P O BOX 209, ST. LOUIS, MO 63166

DRDAV-EQA

OCT 2 7 1977

SUBJECT: Directorate for Research, Development and Engineering Position on the Conclusions and Recommendations of the Final Report on USAAEFA Project No. 76-13, Airworthiness Evaluation NUH-1H Helicopter with Global Positioning System, dated May 1977

SEE DISTRIBUTION

- 1. The Directorate for Research, Development and Engineering position on USAAEFA's conclusions and recommendations are provided herein. Paragraph numbers from the subject report are provided for reference.
  - a. Para 16. Concur with the general conclusions set forth.
- b. Para 17. Concur with the stated deficiency for this test aircraft however it is noted that the insufficient aft longitudinal control margin is not a result attributable to the Global Positioning System installation but a characteristic of the basic UH-lH for forward center-of-gravity conditions. Numerous other data is available from the original UH-lD development program which indicates the aircraft to be satisfactory at the current published c.g. limits.
- c. Para 18. Concur with the stated shortcoming however it is noted that the insufficient left pedal margin is not a result attributable to the Global Positioning System installation but a characteristic of the basic UH-1H at high gross weights and/or density altitudes.
- d. Para 19. No operational problem is known to exist due to the control problem defined in this report. Additional analysis and specific testing dedicated to the purpose of defining a suitable operational envelope in terms of gross weight, center-of-gravity location and rearward flight or downwind hovering is required and will be planned for early 1978. Until this is done, current limits will not be changed.
- e. Para 20. Concur with the intent of the stated restrictions however an alternative to the 10 knot limitation for downwind hover is that of limiting the forward center-of-gravity location. Additionally the current operation's manual contains adequate information in terms of a caution, warning and charts relative to the insufficient left pedal margin.

DRDAV-EQI

SUBJECT: Directorate for Research, Development and Engineering Position on the Conclusions and Recommendations of the Final Report on USAAEFA Project No. 76-13, Airworthiness Evaluation NUH-1H Helicopter with Global Positioning System, dated May 1977.

2. The Global Positioning System as installed and tested on the NUH-1H had no significant effect on the flying and handling characteristics and is therefore subject to the same operating information and restrictions as the basic UH-1H.

FOR THE COMMANDER:

Colonel, GS

Director of Development and Engineering

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## INTRODUCTION

#### BACKGROUND

1. The United States Army Aviation Engineering Flight Activity (USAAEFA) was directed by the United States Army Aviation Systems Command (AVSCOM)\* to conduct a limited airworthiness flight evaluation of an NUH-1H helicopter with a prototype global positioning system (GPS) installed (ref 1, app A). The GPS tested was a prototype system designed for evaluation of the GPS concept. The final design will be significantly reduced in size and weight. The GPS project is under the guidance of the United States Air Force Headquarters, Space and Missile Organization (Hq SAMSO) at Los Angeles, California. The GPS was designed and constructed by General Dynamics Electronics Division, San Diego, California.

#### TEST OBJECTIVES

- 2. Test objectives were:
- Evaluate vibration characteristics during ground runs and in flight, including GPS pallet resonances.
  - b. Determine if GPS pallets cause pilot-induced oscillation (PIO) tendencies.
- c. Conduct an airworthiness evaluation which will serve as a basis for a safety-of-flight release for future prototype GPS testing.

#### DESCRIPTION

3. The NUH-1H test helicopter, serial number 66-60869, was manufactured by Bell Helicopter Textron. A detailed description of the standard UH-1H helicopter is contained in the operator's manual (ref 2, app A). The test aircraft was modified for installation and operation of the prototype GPS. A detailed description of the aircraft modification is contained in reference 3. Most of the modification was to the aircraft electrical system for powering the GPS and to the interior of the cargo compartment for installation of the GPS. A detailed description of test instrumentation installed in the test aircraft is presented in appendix B. Photographs of the test instrumentation are contained in appendix C.

<sup>\*</sup>Since redesignated Army Aviation Research and Development Command.

4. The prototype GPS is composed of three components, with the main component located forward of the transmission housing. The approximate weight of the main component is 1336 pounds. The other two components are located on each side of the transmission housing with a combined weight of 496 pounds. A detailed description of the prototype GPS components is contained in reference 3, appendix A. Photographs of the installation are presented in appendix C.

#### TEST SCOPE

5. Flight testing of the NUH-1H with the GPS installation was conducted at Edwards Air Force Base, California, between 18 and 27 January 1977. Nine test flights consisting of 11 productive hours were conducted at the conditions shown in table 1. Flight limitations contained in the UH-1H operator's manual and the safety-of-flight release (ref 4, app A) were observed during the test.

#### TEST METHODOLOGY

6. The flight test methods used are described briefly in the Results and Discussion section of this report. Data analysis methods are discussed in appendix D.

Table 1. Flight Test Conditions.

Flight Regime	Average Gross Weight (1b)	Average Density Altitude (ft)	Average Ambient Temperature (°C)	Rotor Speed (rpm)	Calibrated Airspeed <sup>1</sup> (kt)	Remarks
Ground run	8550	2220	14	192 to 330	Zero	Ground-idle to flight- idle (192 to 370 rpm)
Hover <sup>2</sup>	8900	2160	14	314, 319, and 324	Zero	5, 10, and 15-foot skid heights
					Zero to 30 KTAS3 left and right	
Low-speed flight	8900	1500	•	314 and 324	Zero to 30 KTAS forward	Skid height 10 and and 20 feet
					Zero to 13 KTAS rearward	7300
Climb	8780	4100	8	324	80	Maximum engine power
Forward flight	0068	4000		.314 and324	40 to 110	Level flight
	8600	2000	8	314 and 324	40 to 110	Pushovers to pull-ups
Maneuvering	9100	2000	8	324	100	Pull-outs
1800	9240	4220	6	324	80	Windup turns, left
	8640	4120	8	324	80	Windup turns, right
Autorotational entry	0806	2000	9	324	50 to 100	Level flight
Autorotational descent	8760	2000	9	314, 319, and 324	09	1
Nap-of-the- earth	9160	1520	4	- 324	Zero to 100	1

<sup>1</sup>Unless otherwise noted.
<sup>2</sup>Step and pulse control inputs in lateral and longitudinal axes.
<sup>3</sup>KTAS: Knots true airspeed.
\*Load factors > 0.25 to 2.0.

## RESULTS AND DISCUSSION

#### **GENERAL**

7. A limited evaluation of the NUH-1H helicopter with GPS installed was performed to determine if increased aircraft vibration characteristics and PIO tendencies were associated with the installation. Results of these tests were compared with results from earlier evaluations of the UH-1H helicopter (refs 5 and 6, app A). Vibration levels recorded during this evaluation were low and had no effect on safety of flight. No PIO tendencies were noted during the evaluation. One deficiency and one shortcoming were noted during the evaluation which were the result of the change in aircraft gross weight and center of gravity (cg) because of the GPS installation. The deficiency was insufficient longitudinal control margin. The shortcoming was insufficient directional control margin.

#### VIBRATION CHARACTERISTICS

- 8. Vibration characteristics were evaluated throughout the test program. Particular emphasis was placed on evaluating the data recorded during hover, low-speed, climb, cruise, and maneuvering flight. Tests were conducted at the conditions listed in table 1. Vibration data were sensed by four triaxial accelerometers, one biaxial accelerometer, and two uniaxial accelerometers for the ten flight conditions presented. Transducer locations are shown in appendix B.
- 9. Due to the heavy internal load, the aircraft was tested only at heavy gross weight at a forward cg in the clean, doors-on configuration. Figures 1 through 80, appendix E, indicate that vibration amplitudes were low at all transducer locations during ground runs (at ground- and flight-idle), hover, and low-speed flight. Generally, the highest vibration levels recorded were those of the transmission, with the 4-per-rotor-revolution (4/rev) frequency being the highest (0.145g). The vibration levels of the main pallet and power converter chassis of the main pallet were generally less than 0.05g at all frequencies analyzed. There were no ground resonance tendencies noted during the evaluation.
- 10. Figures 81 through 128, appendix E, indicate that vibrations at all transducer locations during flights at 90 and 110 knots calibrated airspeed (KCAS) and maximum power climb at 80 KCAS were generally higher than those of the low-speed flight envelope, but still relatively low. The maximum vibrations encountered were those recorded from the transmission-located transducers. The maximum vibration recorded was 0.258g at 2/rev in the lateral axis.
- 11. Figures 129 through 160, appendix E, indicate that vibrations at all transducer locations during right and left 2g turns were higher than any other condition tested, but overall levels were less than 0.4g and much less than the maximum design level of the prototype GPS (1.5g). The highest vibrations recorded for the main pallet and power converter chassis were 0.145 and 0.150g for the longitudinal and

lateral axes, respectively. The vibrations of the main pallet and power converter chassis of the GPS installed equipment appear to be low and well below the GPS design level of 1.5g. Within the scope of this test, the vibration characteristics of the NUH-1H helicopter with GPS installed met the requirements of paragraph 3.7 of military specification MIL-H-8501A (ref 7, app A).

#### HANDLING QUALITIES

#### Pilot-Induced Oscillation Characteristics

12. Oscillatory control inputs of various amplitudes and frequencies were performed in a hover and at 90 KCAS to simulate PIO. All oscillations of the pallets were convergent and upon removal of the excitation were rapidly damped to the normal flight level. There appeared to be no condition where the natural frequency of the pallet was excited from either normal aircraft vibrations or PIO.

#### Low-Speed Flight Characteristics

#### Longitudinal Control Margin:

- 13. Tests were conducted by stabilizing in forward and rearward flight at airspeeds from zero to 35 KTAS in 5-knot increments by reference to a calibrated pace vehicle. At zero airspeed (hover over a fixed point) there were 4.64 inches of aft longitudinal control remaining (36 percent of total longitudinal control travel). At 10 KTAS in rearward flight, the aft longitudinal control margin was reduced to 2.19 inches (17 percent of total longitudinal control travel). At 13 KTAS in rearward flight, the longitudinal control was against the aft stop (zero control margin). A plot of control positions versus airspeed is presented in figure 161, appendix E. The insufficient aft longitudinal control margin at the test cg and weight greatly reduces the downwind hover capability of the NUH-1H. The test weight and cg are within the approved flight envelope of the UH-1H. This finding reflects a deficiency in the basic UH-1H approved flight envelope. This deficiency was previously reported in references 5 and 6, appendix A. Downwind hover should not be conducted in winds greater than 10 knots with GPS installed. The insufficient aft longitudinal control margin in rearward flight above 10 KTAS is a deficiency.
- 14. The UH-1H operator's manual does not warn the pilot that at forward cg and heavy gross weight combinations insufficient aft longitudinal control may exist. The operator's manual presently limits the pilot to a rearward airspeed of 30 knots or less. The following WARNING should be incorporated in the operator's manual.

#### WARNING

At heavy gross weights with forward cg locations while hovering downwind, loss of aft longitudinal control may be experienced with winds greater than 10 knots.

#### Directional Control Margin:

15. In hover at zero wind conditions, left directional control margin was approximately 20 percent. At airspeeds less than translational lift airspeed (approximately 15 knots), left directional control margin was reduced even further. In a low-speed flight condition such as nap-of-the-earth flight, should a rapid right yaw rate be generated, there may be insufficient left pedal to stop the yaw. Additionally, with rapid power applications in hover or low-speed flight, directional control margin may be reduced to zero. For safety of flight, the NUH-1H helicopter with GPS installed should be restricted from rapid pedal turns to the right and from rapid power applications in hover or low-speed flight. The insufficient left pedal margin in low-speed flight is a shortcoming.

### CONCLUSIONS

#### GENERAL

- 16. The following conclusions were reached upon completion of the evaluation:
- a. There were no ground resonance tendencies with the GPS installation (para 10).
- b. The vibrations of the main pallet and power converter chassis of the prototype GPS equipment were low and well below the design level of 1.5g and did not significantly amplify or affect the helicopter inherent vibrations (para 11).
- c. There were no PIO tendencies as a result of the GPS installation (para 12).
  - d. One deficiency and one shortcoming were noted.

#### DEFICIENCY

17. The deficiency identified was insufficient aft longitudinal control margin in rearward flight above 10 KTAS (para 13).

#### **SHORTCOMING**

18. The shortcoming identified was insufficient left pedal margin in low-speed flight (para 15).

## RECOMMENDATIONS

19. The following WARNING should be incorporated in the operator's manual (para 14):

#### WARNING

At heavy gross weights with forward cg locations while hovering downwind, loss of aft longitudinal control may be experienced with winds greater than 10 knots.

- 20. Incorporate the following restrictions in the safety-of-flight release for future NUH-1H prototype GPS tests:
  - a. Downwind hover is limited to 10 knots of relative tail wind.
  - b. Rapid right pedal turns will not be made.
  - c. Rapid power applications will not be made in hover or in low-speed flight.

## APPENDIX A. REFERENCES

- 1. Letter, AVSCOM, DRSAV-EQI, 15 December 1976, subject: UH-1H Global Positioning System (GPS) Flight Test Program, Project No. 76-13.
- 2. Technical Manual, TM 55-1520-210-10, Operator's Manual, Army Model UH-1D/H Helicopter, 25 August 1971.
- 3. Technical Manual, DOO1155, Class II Modification Documentation, UH-1H Helicopter, Part II, September 1976.
- 4. Letter, AVSCOM, DRSAV-EQI, 14 January 1977, subject: Safety-of-Flight Release for Global Positioning System (NAVSTAR), JUH-1H S/N 66-00869.
- 5. Final Report, US Army Aviation Systems Test Activity (USAASTA), Project No. 71-18, Tail Rotor Performance and Translational Flight Handling Qualities Test, UH-1H Helicopter, January 1972.
- 6. Final Report, USAASTA, Project No. 66-04, Engineering Test, UH-1H Helicopter, Phase D (Limited), November 1970.
- 7. Military Specification, MIL-H-8501A, Helicopter Flying and Ground Handling Qualities; General Requirements For, 7 September 1961, with Amendment 1, 3 April 1962.

## APPENDIX B. INSTRUMENTATION

#### GENERAL

1. Flight test instrumentation was installed, calibrated, and maintained by USAAEFA personnel. This instrumentation was used to record vibration data and flight condition parameters.

#### Pilot/Engineer Panel

2. Sensitive calibrated instrumentation was installed on the pilot/engineer panel to display the following parameters:

Airspeed (ship's system)
Altitude (ship's system)
Rotor speed
Normal cg acceleration
Time encoding display
Directional control position

#### Analog Magnetic Tape System

3. An FM-FM magnetic tape system was used to record flight control positions and vibration data. Vibration data were analyzed over a frequency range of zero to 100 Hz. The transducers were triaxial, biaxial, and uniaxial linear accelerometers which were mounted at seven locations for a total of 16 channels of vibration data. The accelerometers were bonded to the component of interest with the accelerometer axis aligned with the aircraft axis. The main pallet accelerometer locations are shown in figure 1. Control positions and accelerometer locations are listed below.

Control position:
 Longitudinal
 Lateral
 Directional

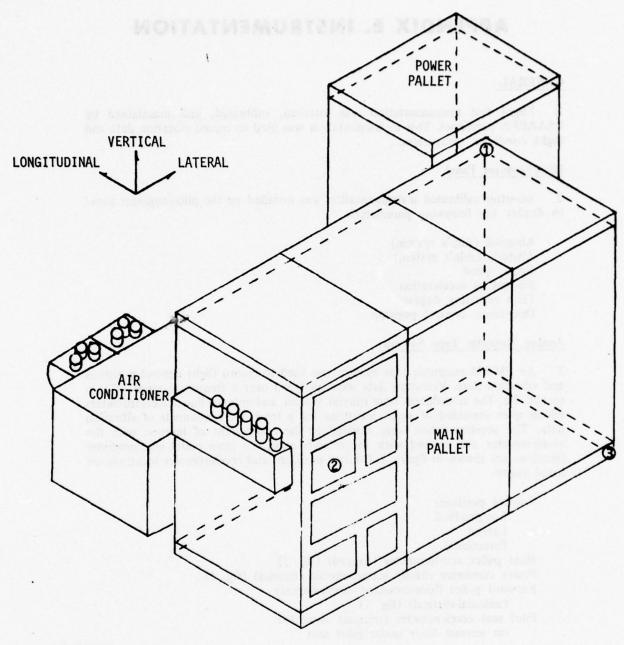
Main pallet accelerometer (triaxial) (fig. 1)

Power converter chassis accelerometer (triaxial) (fig. 1)

Forward pallet floor-mounted accelerometer
 (uniaxial-vertical) (fig. 1)

Pilot seat accelerometer (triaxial), mounted

on aircraft floor under pilot seat



### LOCATION

- 2
- MAIN PALLET TRIAXIAL ACCELEROMETER
  POWER CONVERTER CHASSIS TRIAXIAL ACCELEROMETER
  FORWARD FLOOR MOUNTED UNIAXIAL (VERTICAL) ACCELEROMETER 3

Figure 1. Accelerometer Location - Main Pallet.

Transmission (triaxial), mounted on upper forward transmission housing

Cyclic (biaxial-longitudinal and lateral), mounted on pilot cyclic control

Collective (uniaxial-vertical), mounted on pilot collective control

## APPENDIX C. PHOTOGRAPHS

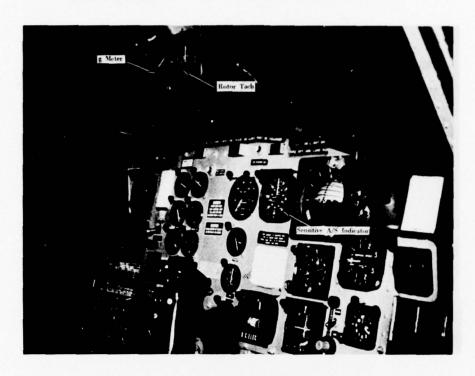


Photo 1. Test Aircraft Cockpit.

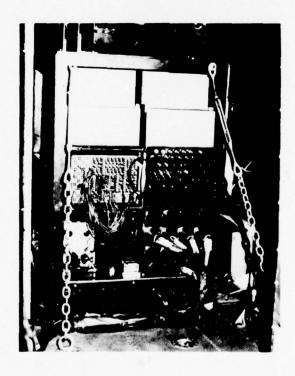


Photo 2. Right-Side View, FM-FM Magnetic Tape System.



Photo 3. Left-Side View, FM-FM Magnetic Tape System.

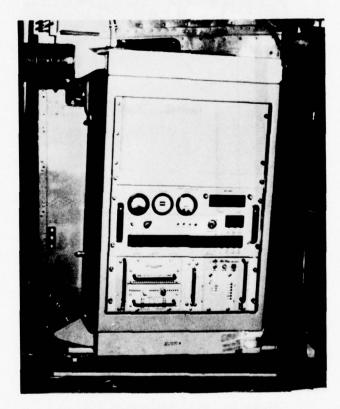


Photo 4. Power Converter Pallet.

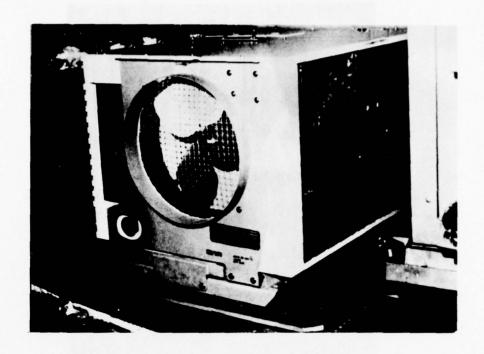


Photo 5. Air Conditioner Pallet.

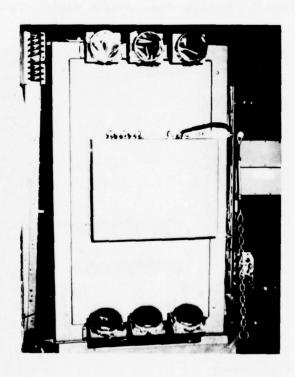


Photo 6. Main Pallet Right-Side View.

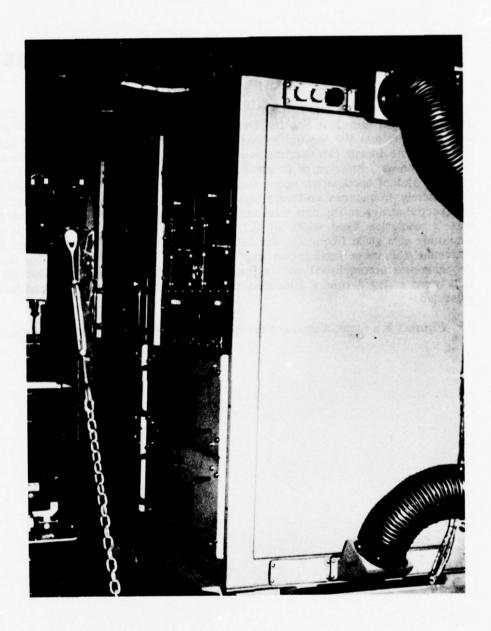


Photo 7. Main Pallet Left-Side View.

## APPENDIX D. DATA ANALYSIS METHODS

- 1. Because of the discrete frequency content of the data, a narrow-band spectral analysis was performed. A Spectral Dynamics 301 real time spectral analyzer was utilized to perform the spectral analysis. This spectral analysis converted the data from the time domain (acceleration as a function of time) to the frequency domain (acceleration as a function of frequency). The output of the spectral analysis was a digital plot of acceleration versus frequency composed of acceleration values at 500 discrete frequencies uniformly spaced over the selected frequency range of the spectral analyzer. The data were analyzed on the zero- to 100-Hz analysis range with a resolution band width of 0.2 Hz. Because of the random variation in amplitude at a given frequency, the data were averaged over a period of time to determine the mean acceleration amplitude for each test condition. This data averaging was accomplished with a Spectral Dynamics 302B ensemble averager. Data were averaged over a 20-second time interval for all the flight conditions presented.
- 2. Figure 1 is a block diagram of the spectral analysis data processing procedures.

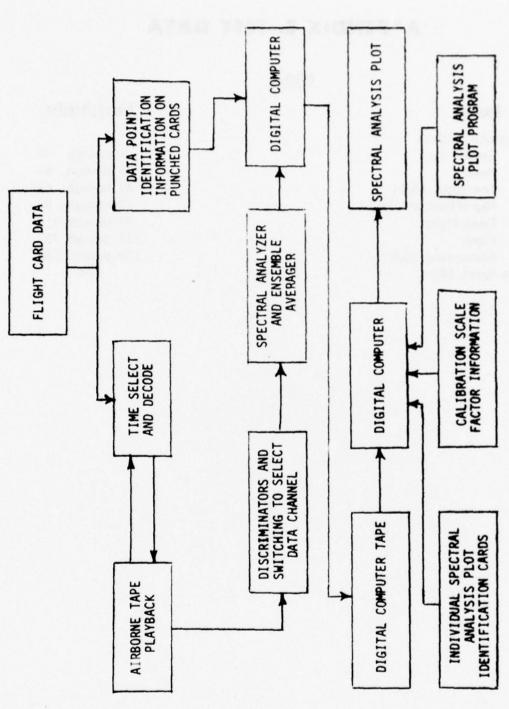
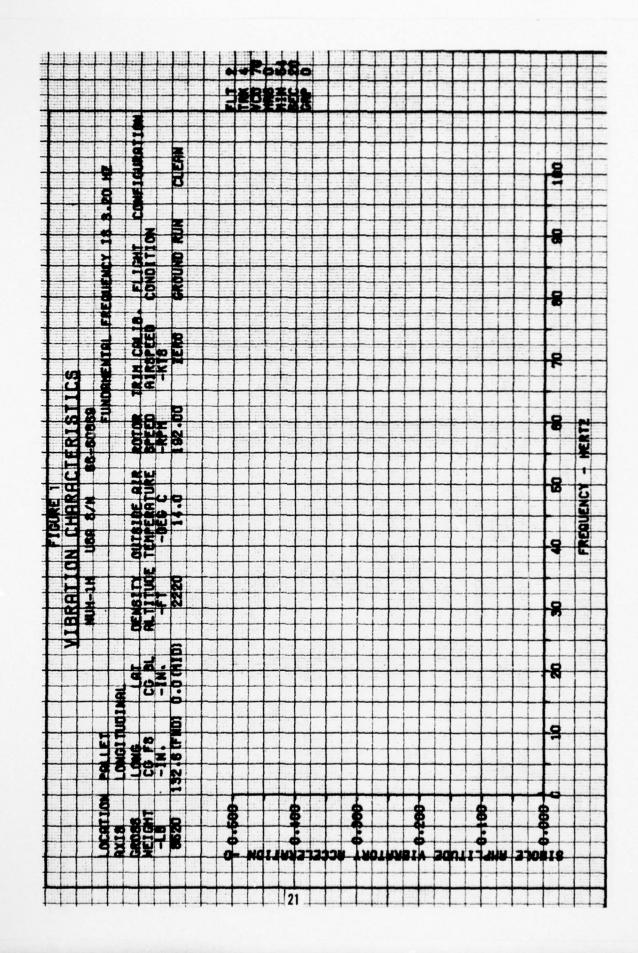


Figure 1. Vibration Data Spectral Analysis Procedure.

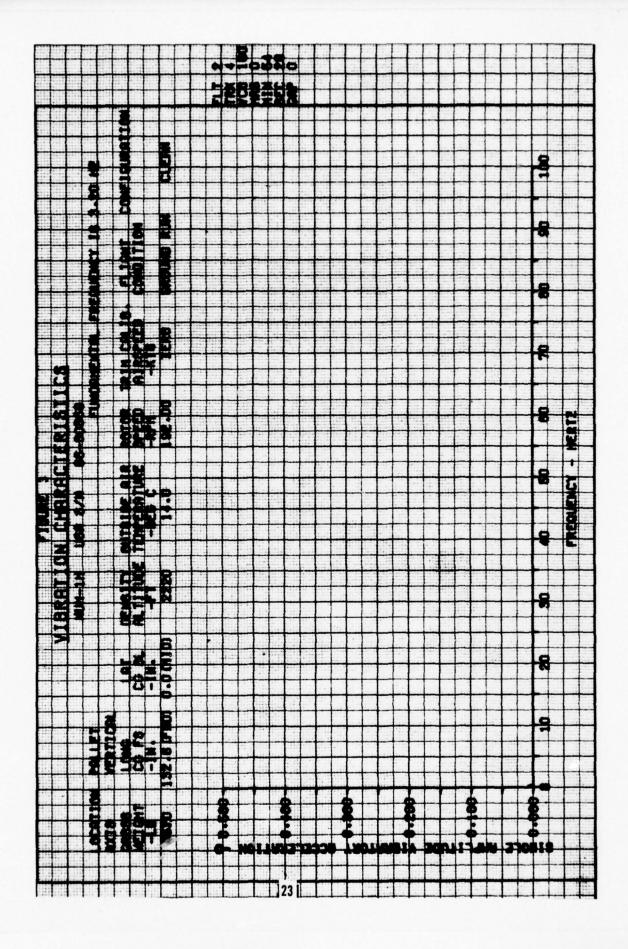
## APPENDIX E. TEST DATA

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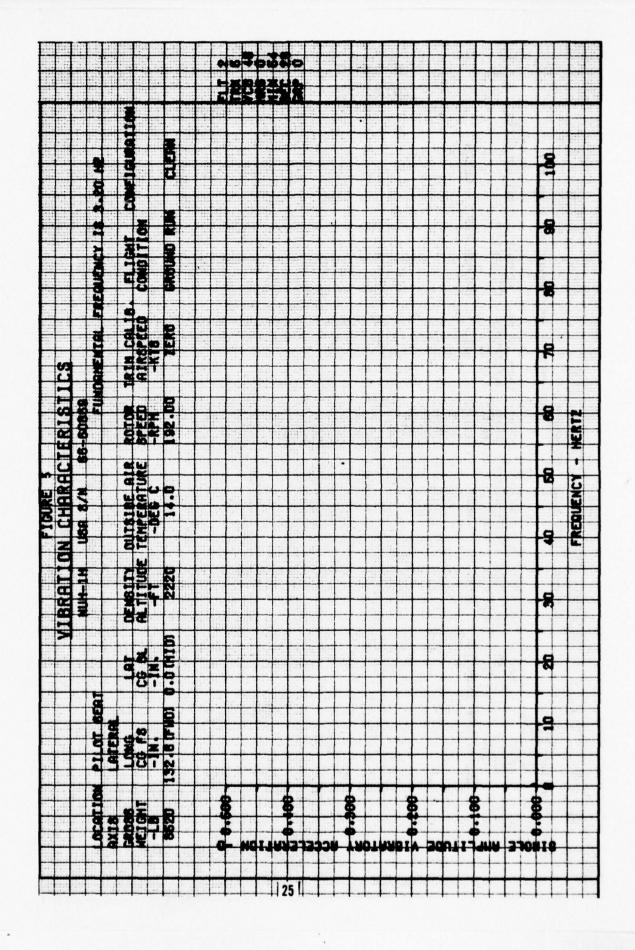


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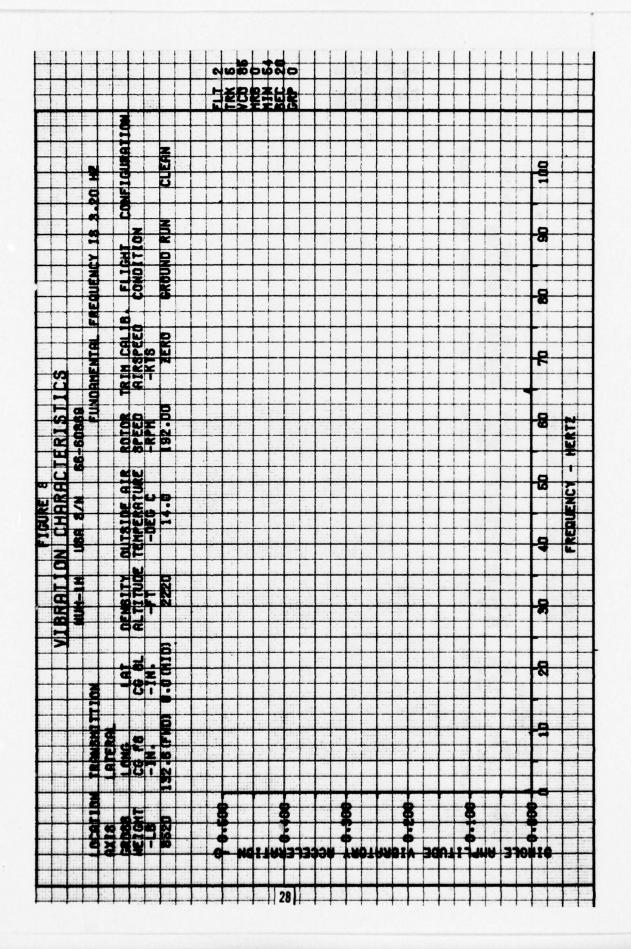
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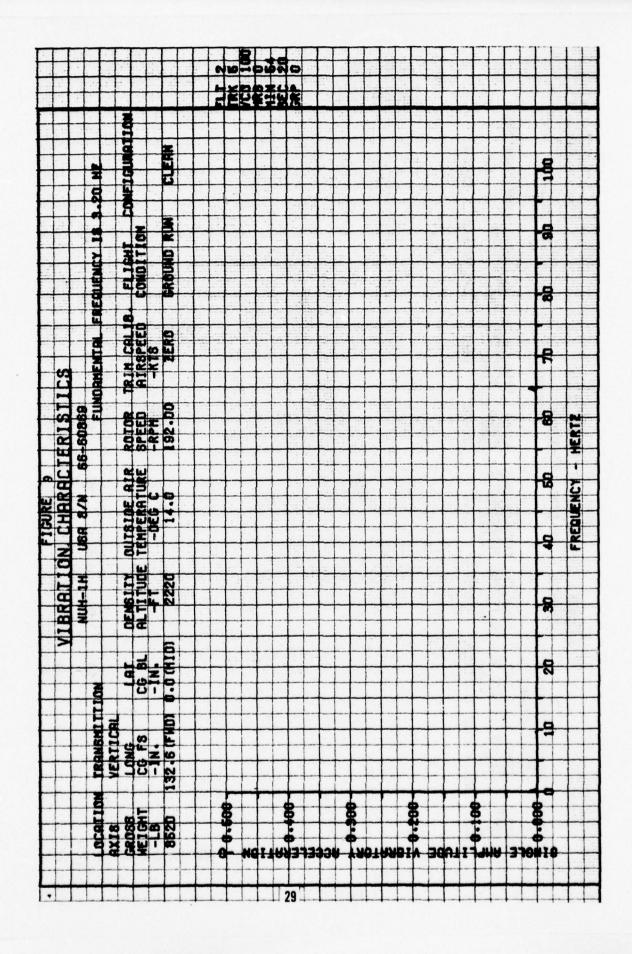
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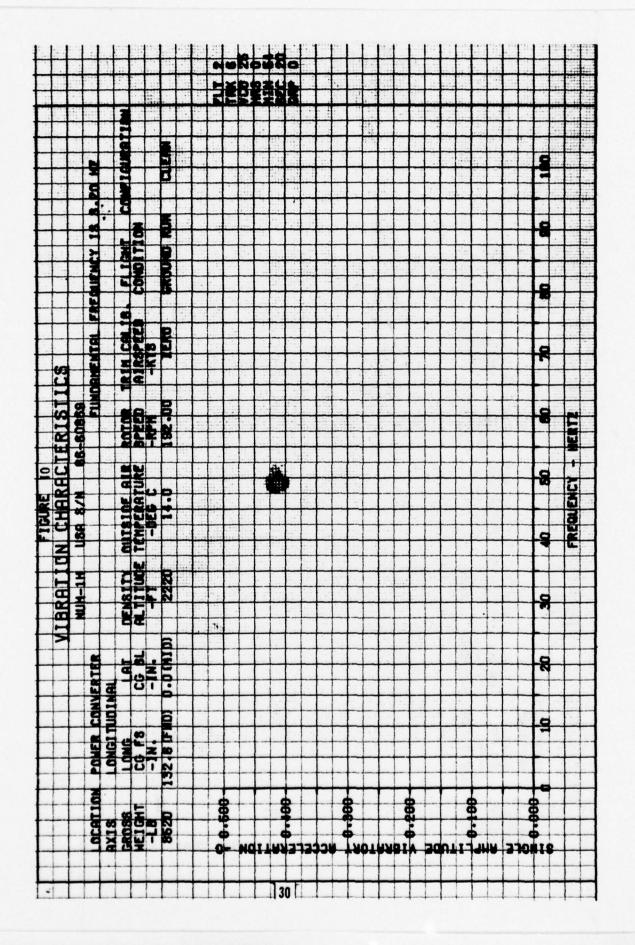


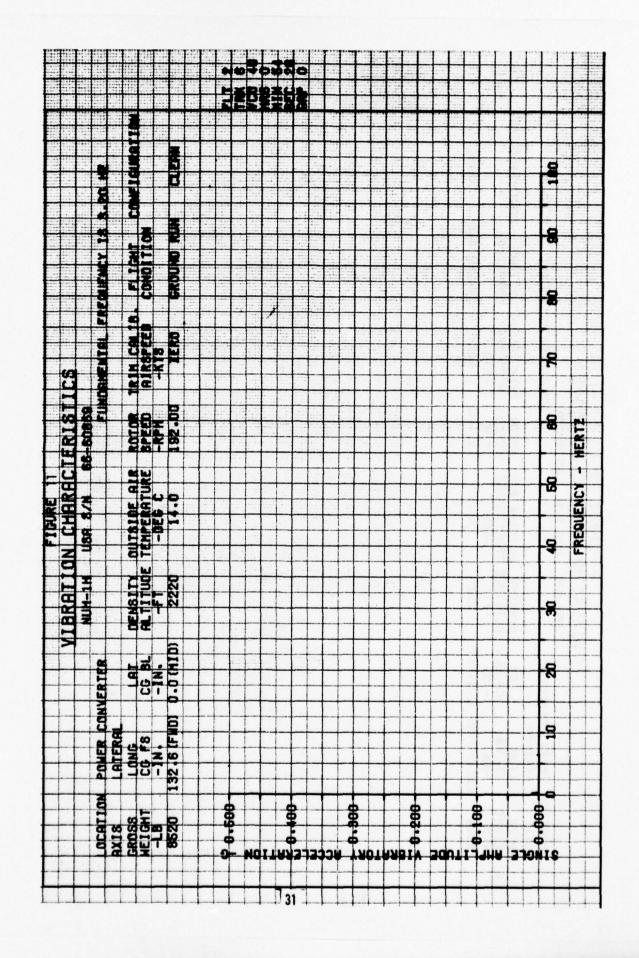
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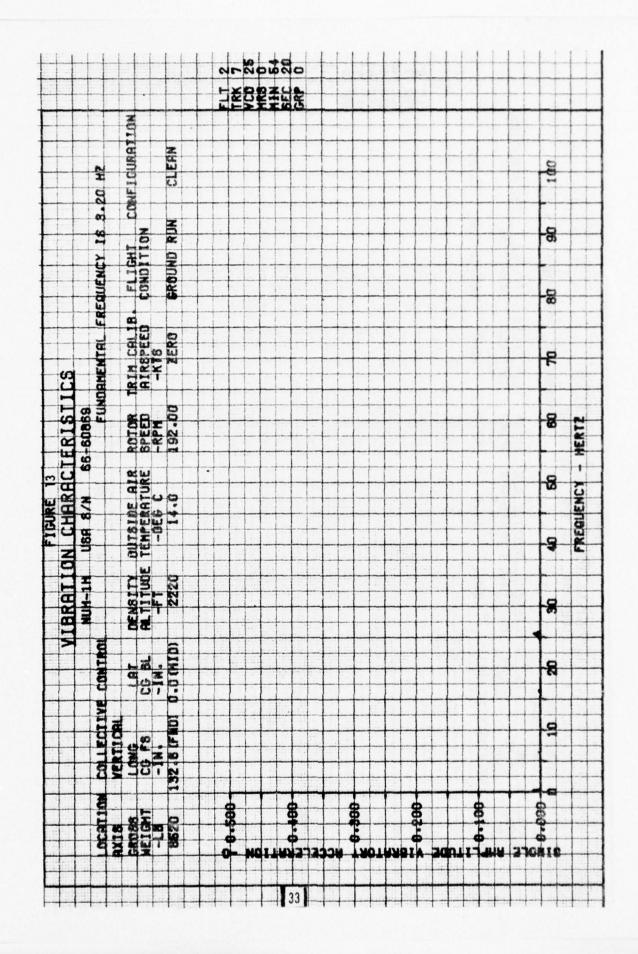




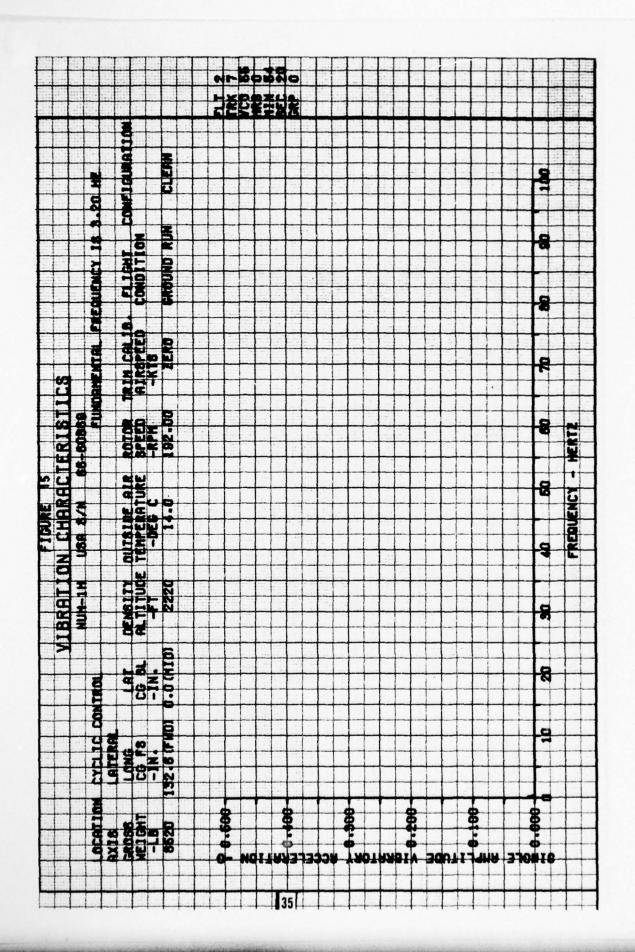




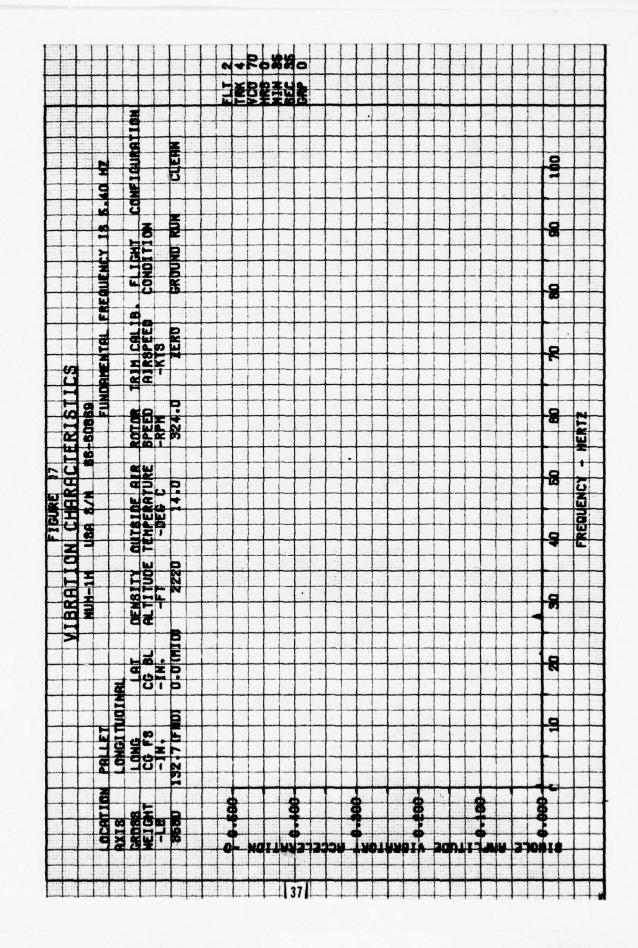
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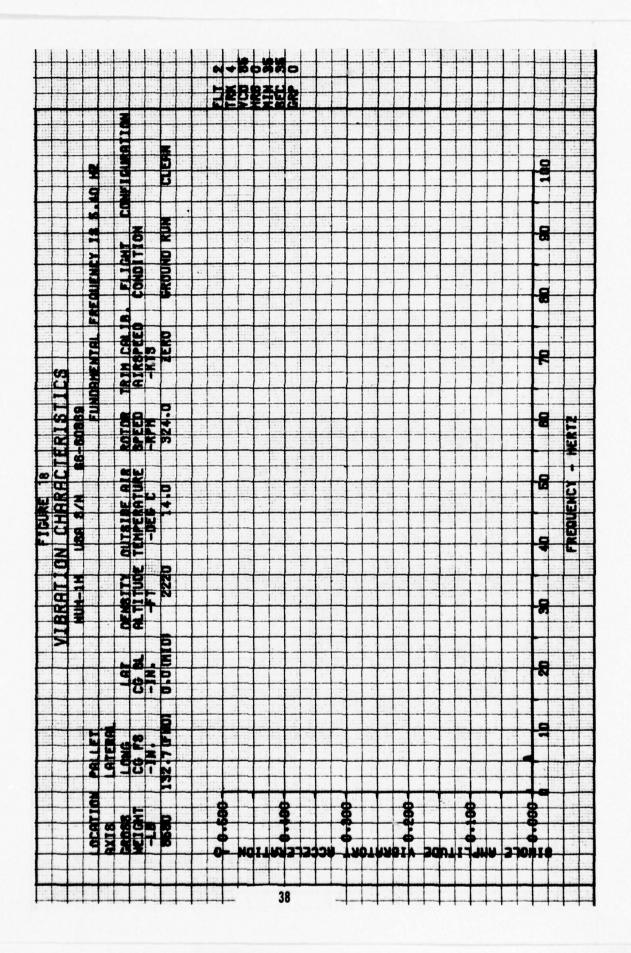


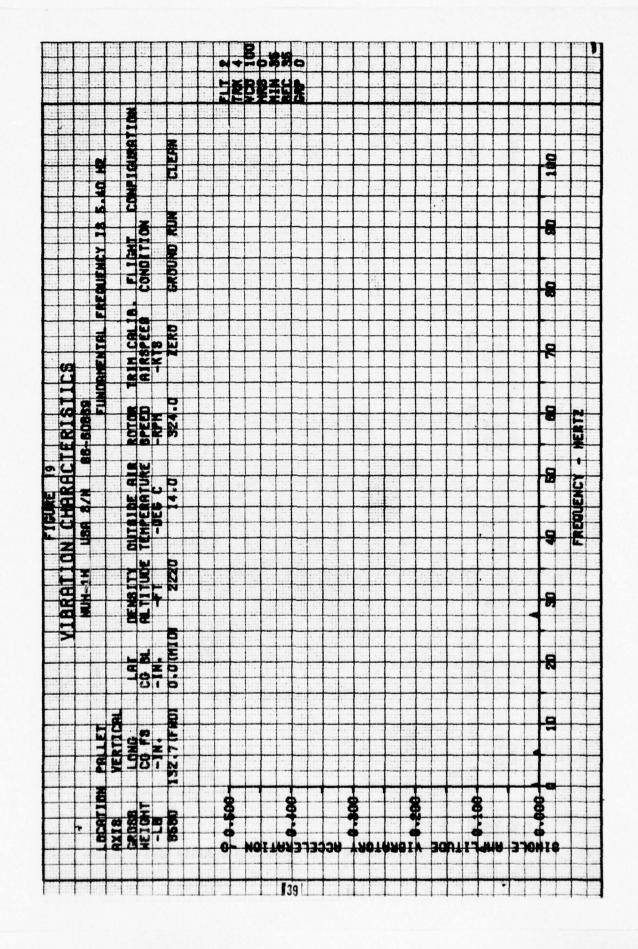
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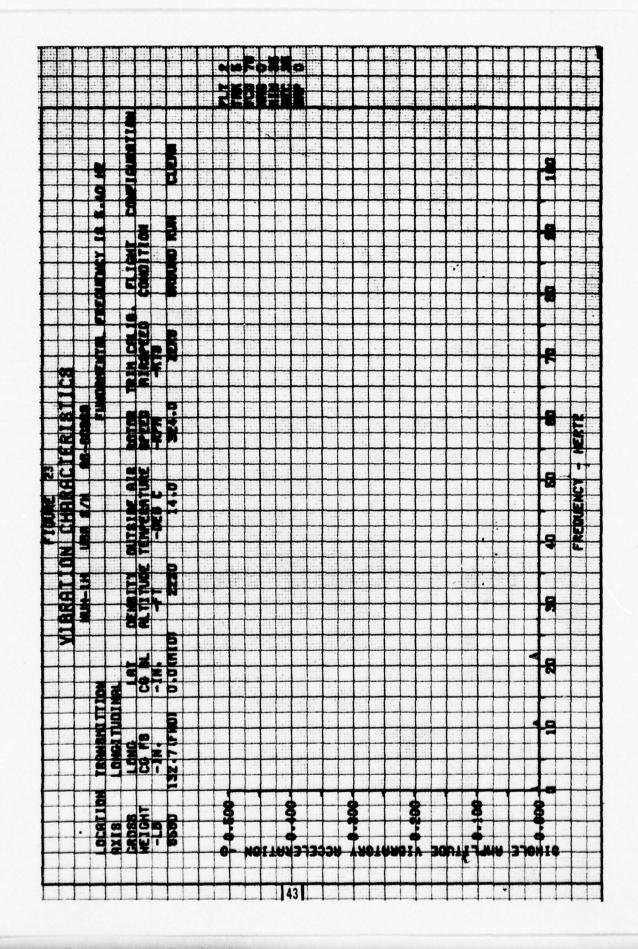




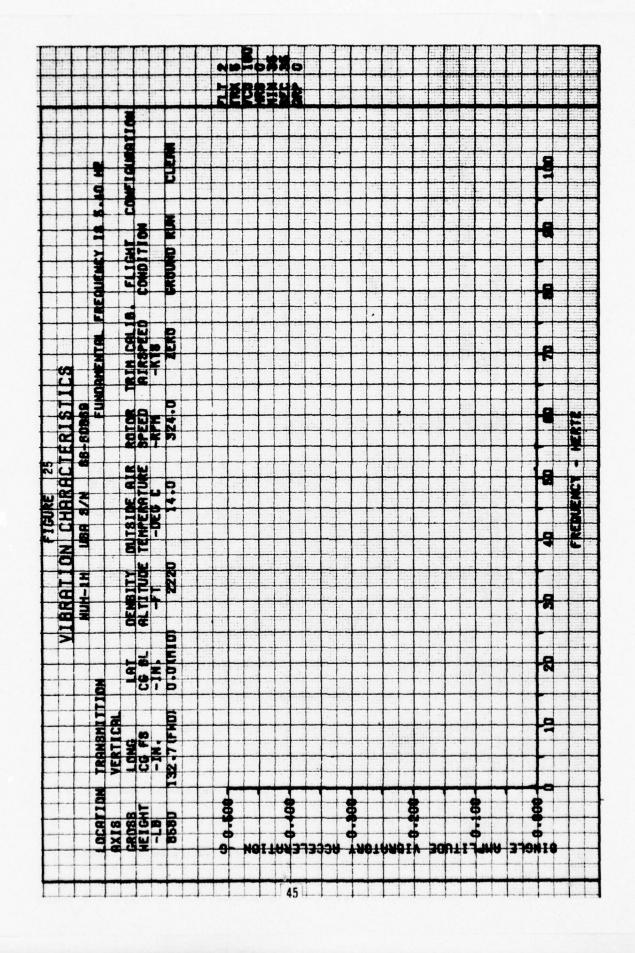
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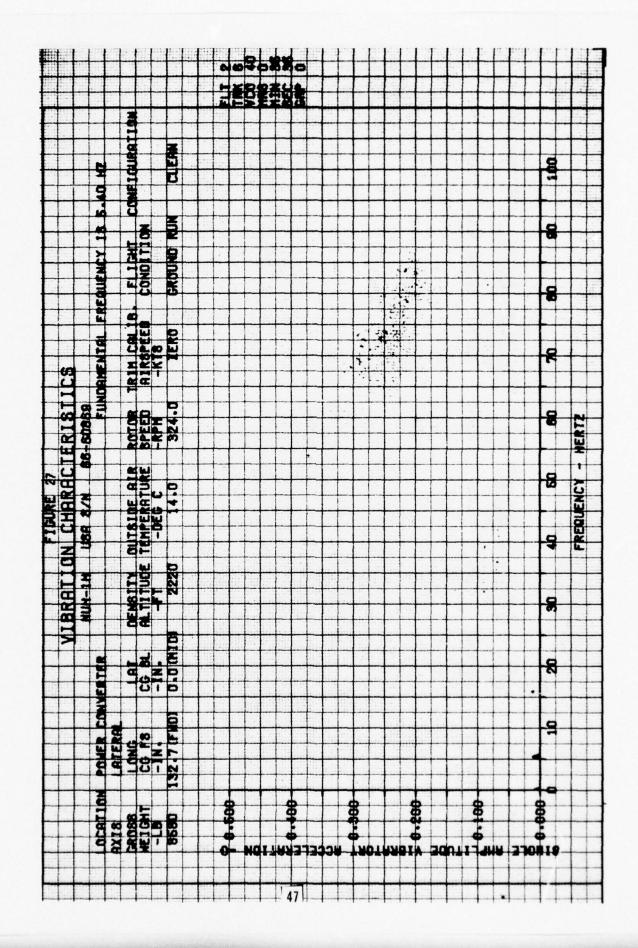
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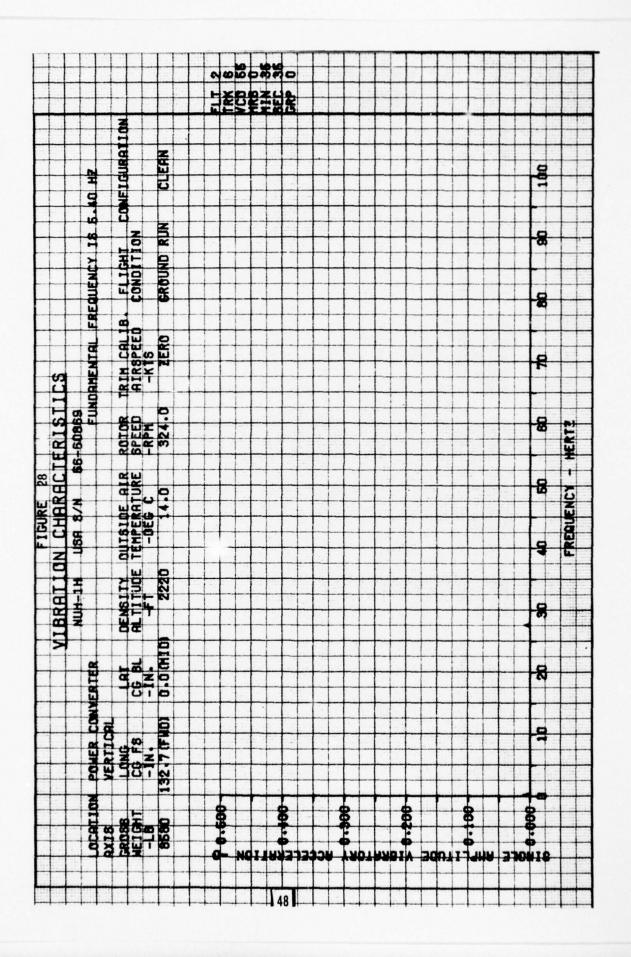


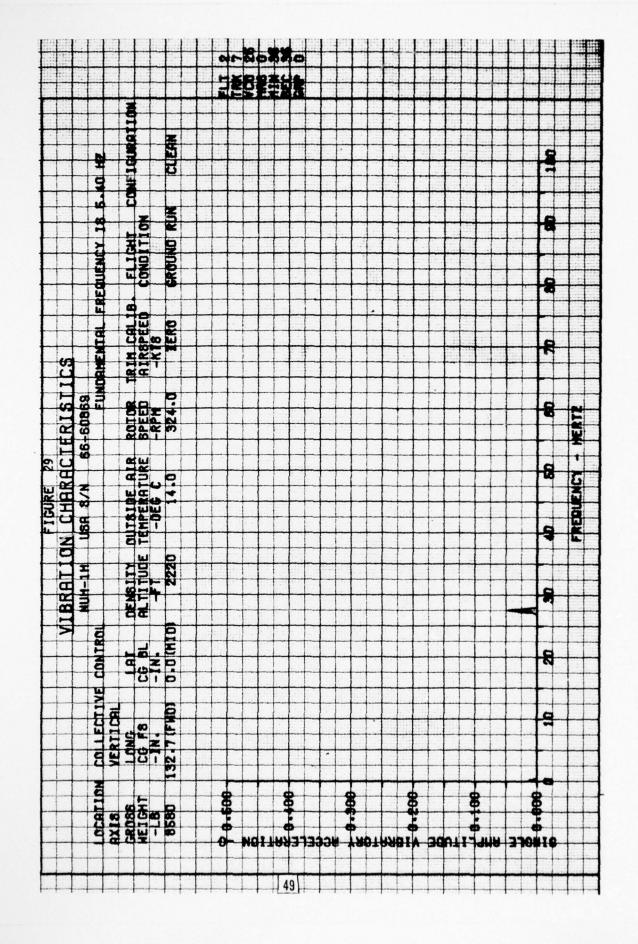
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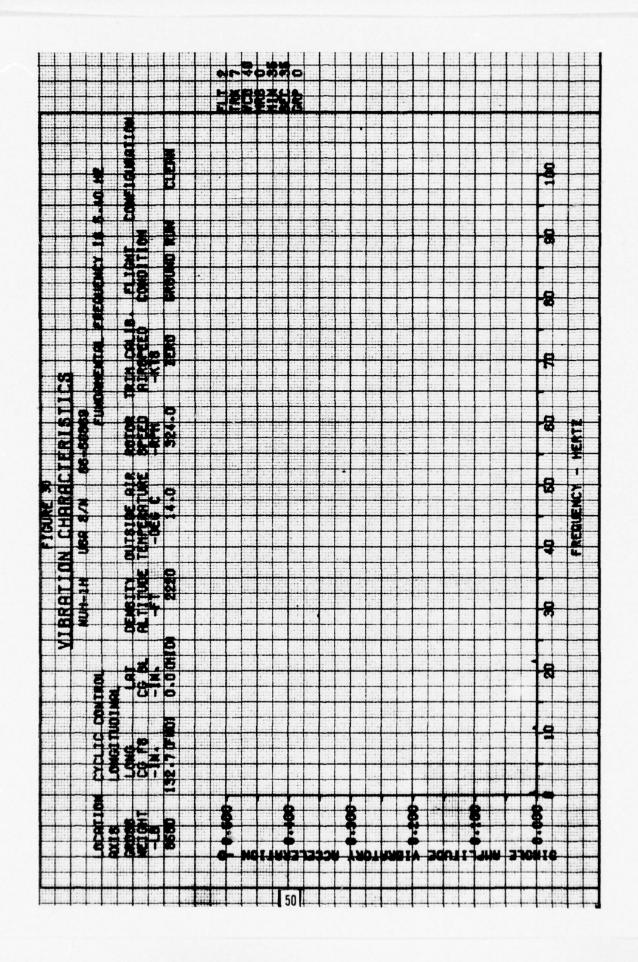


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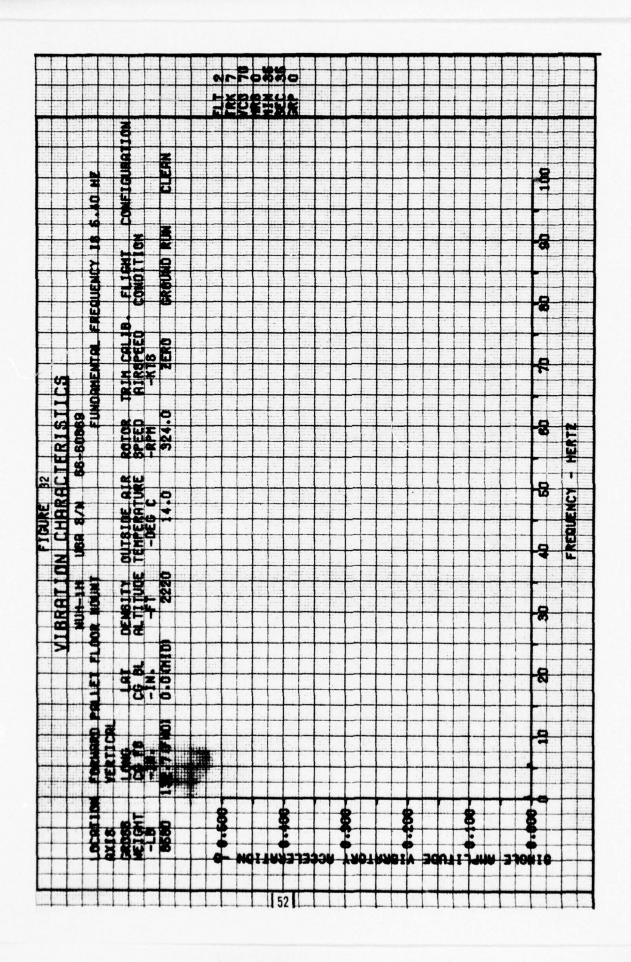


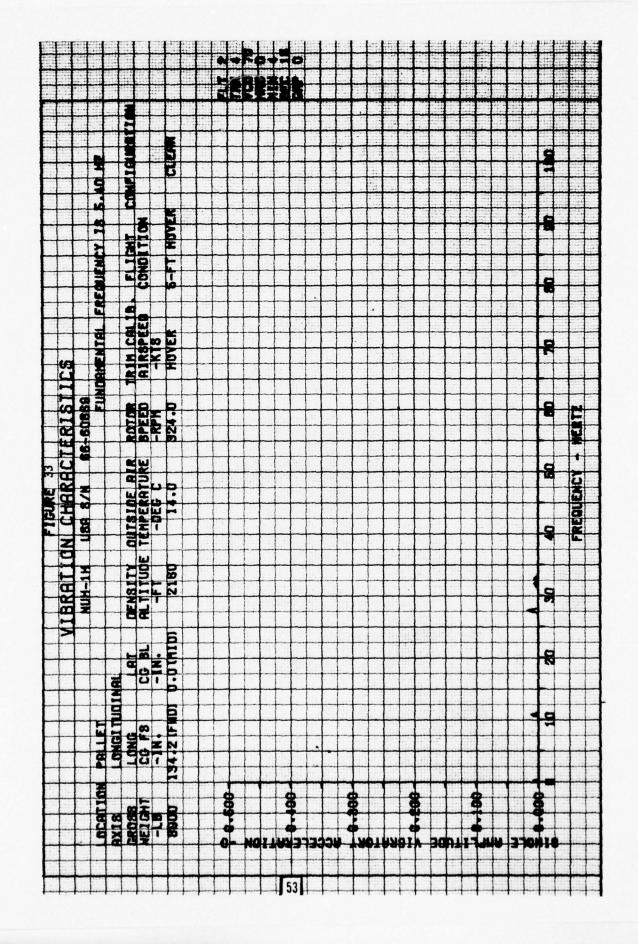


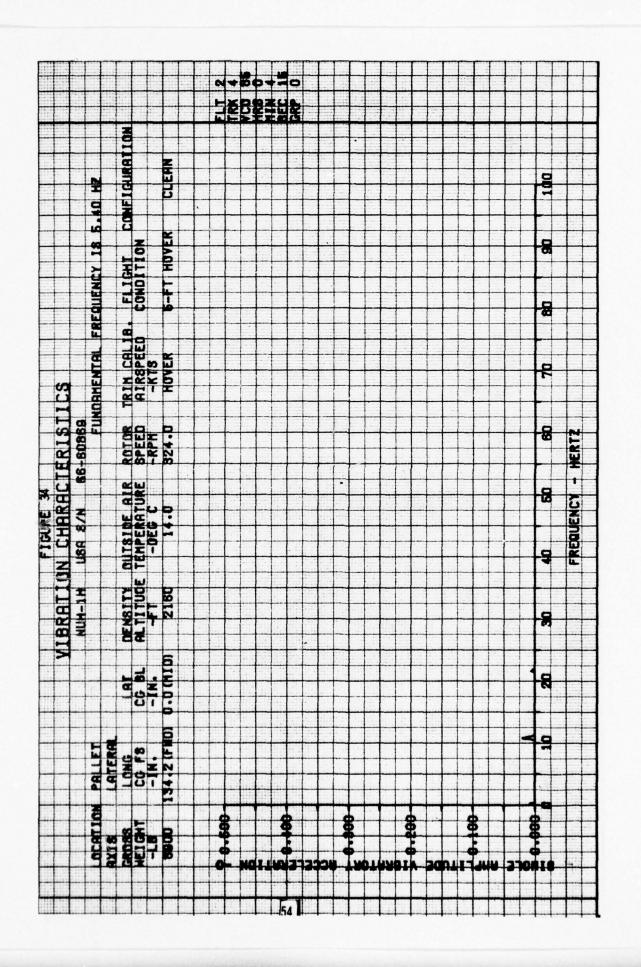


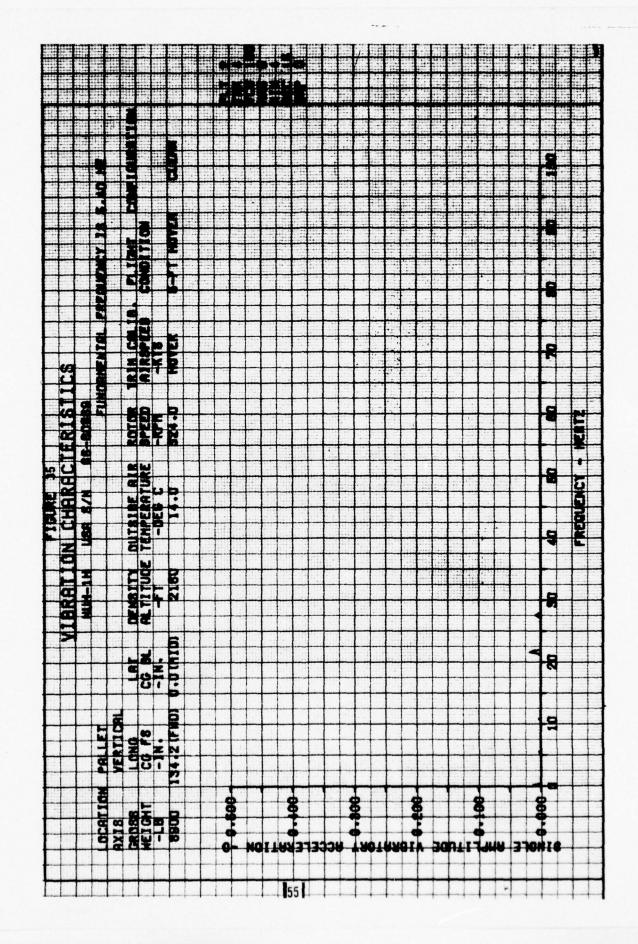


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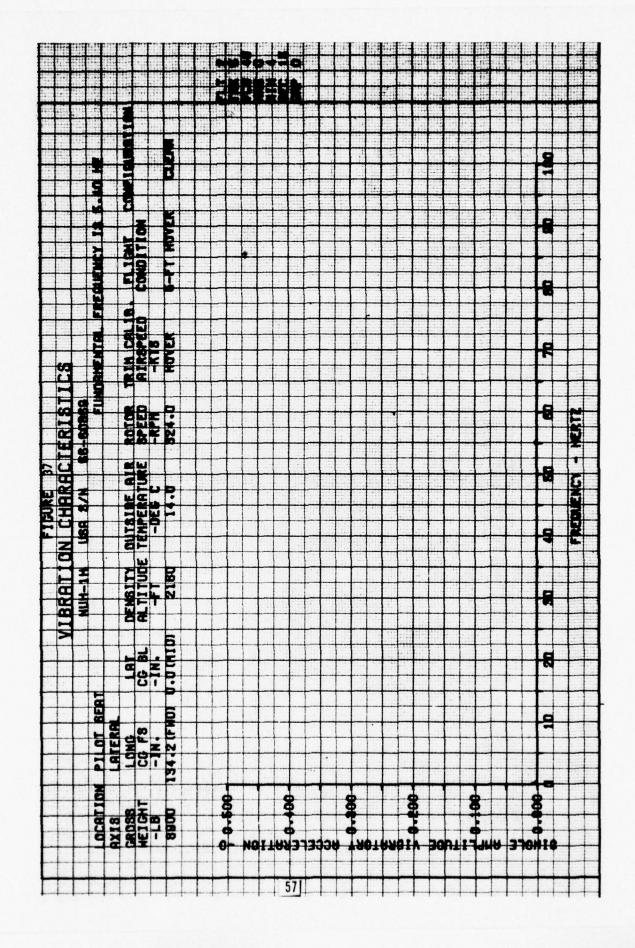




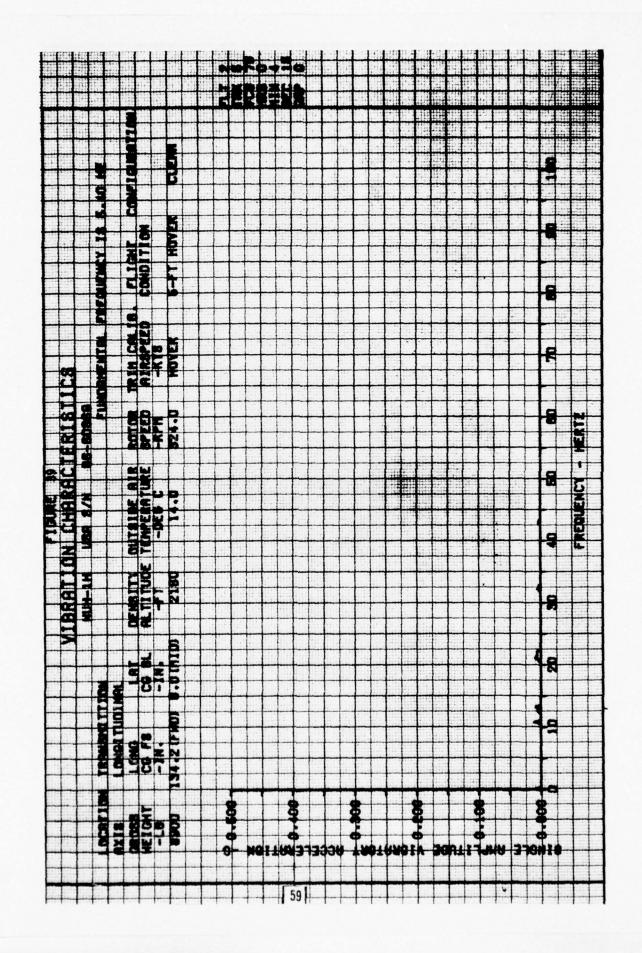




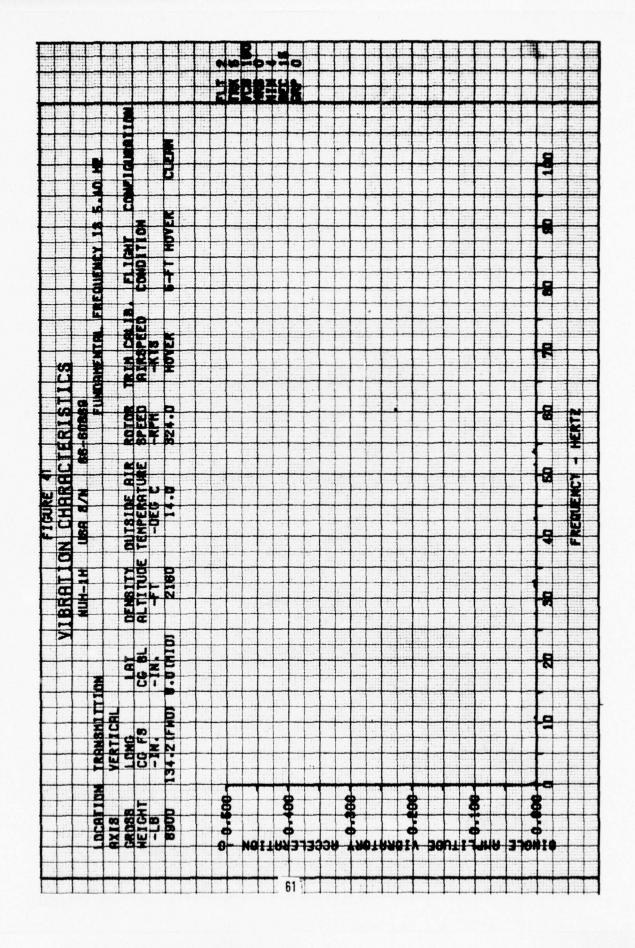
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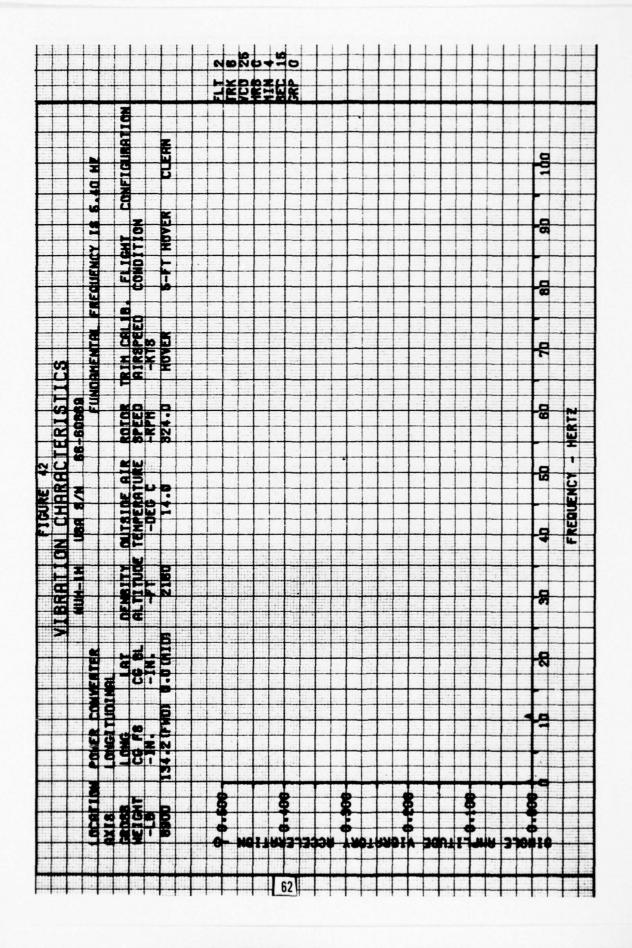


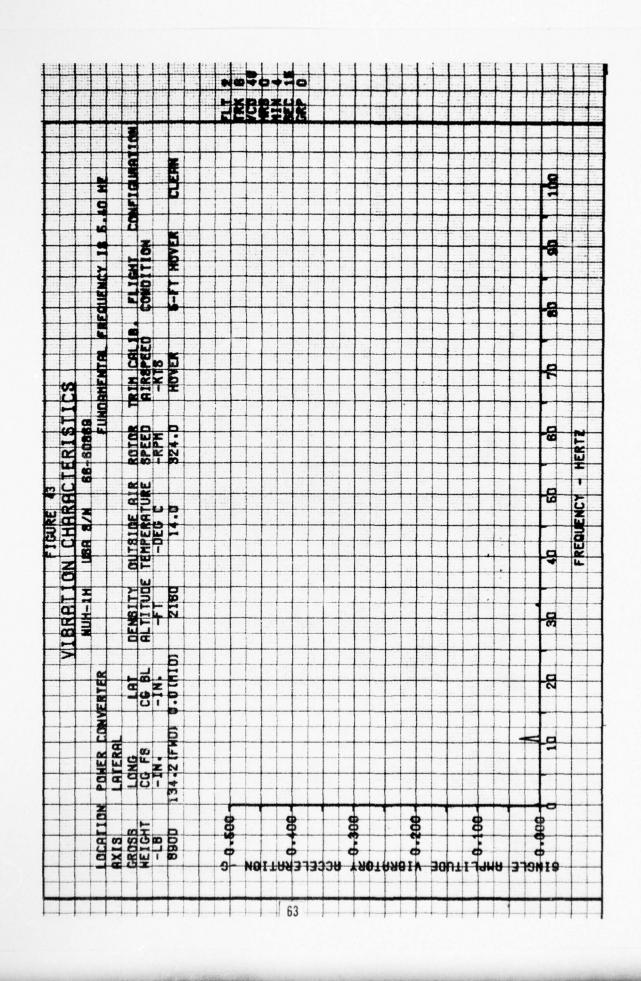
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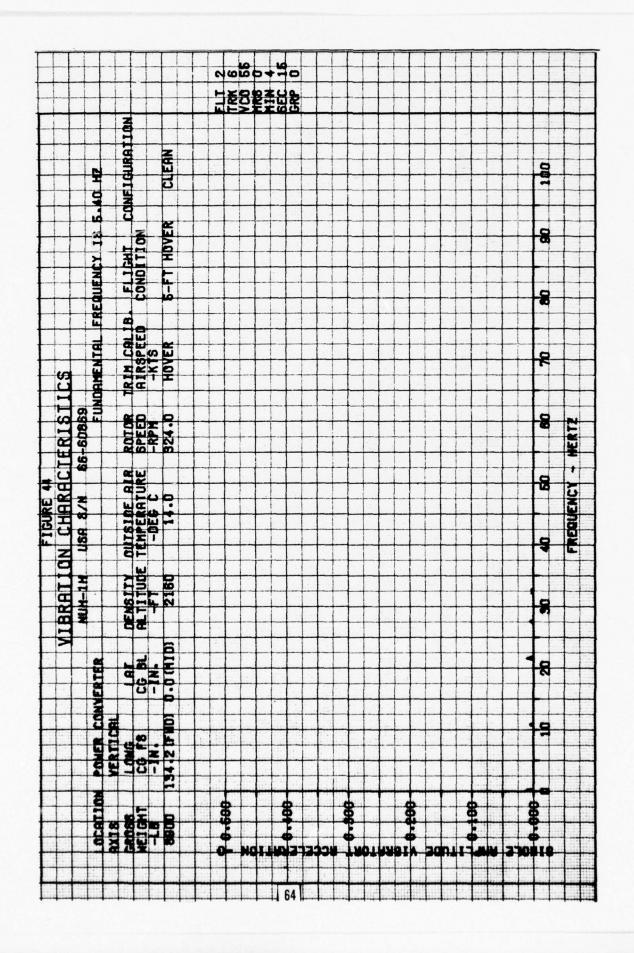


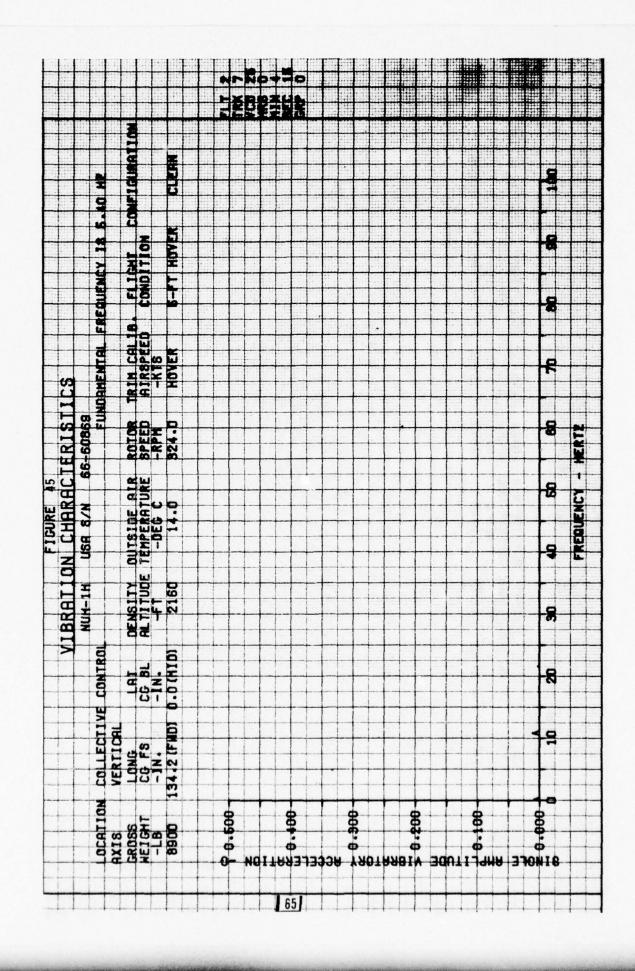
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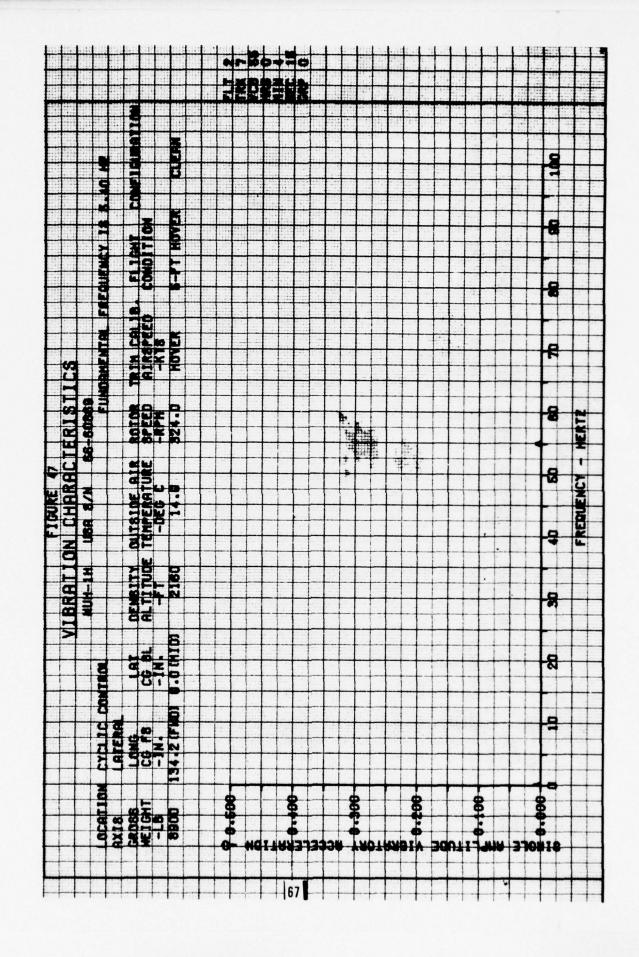


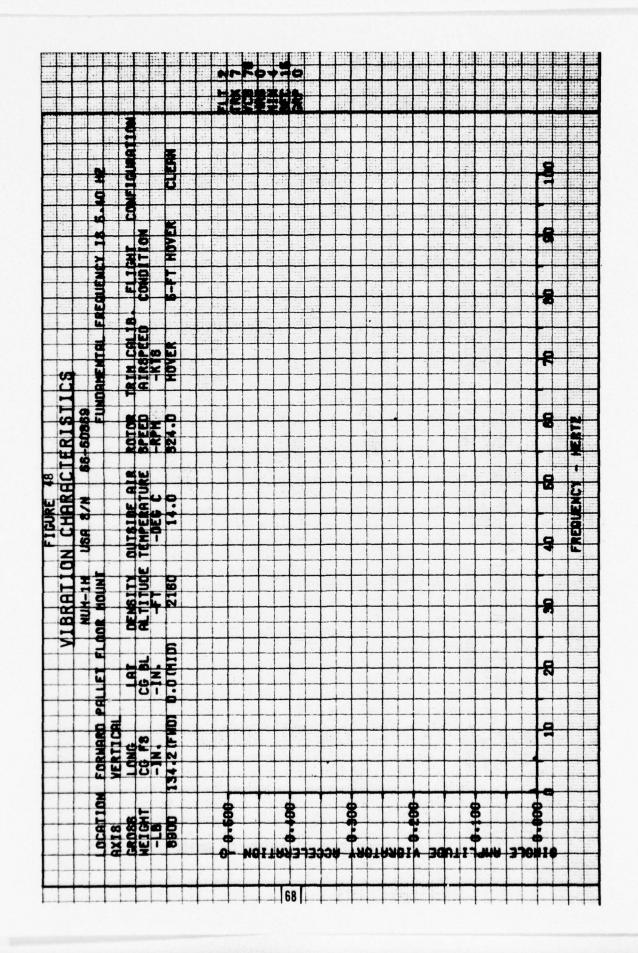


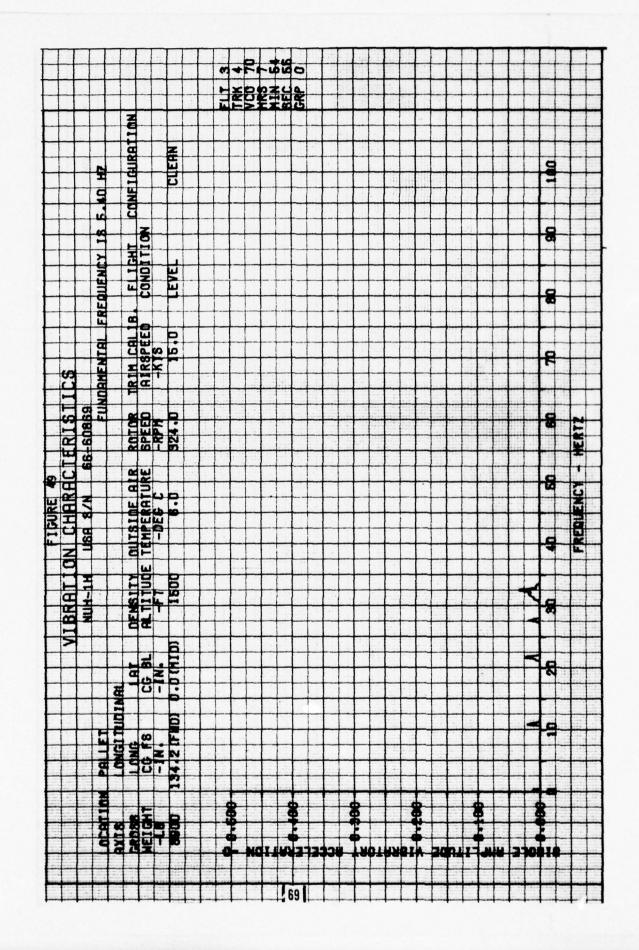


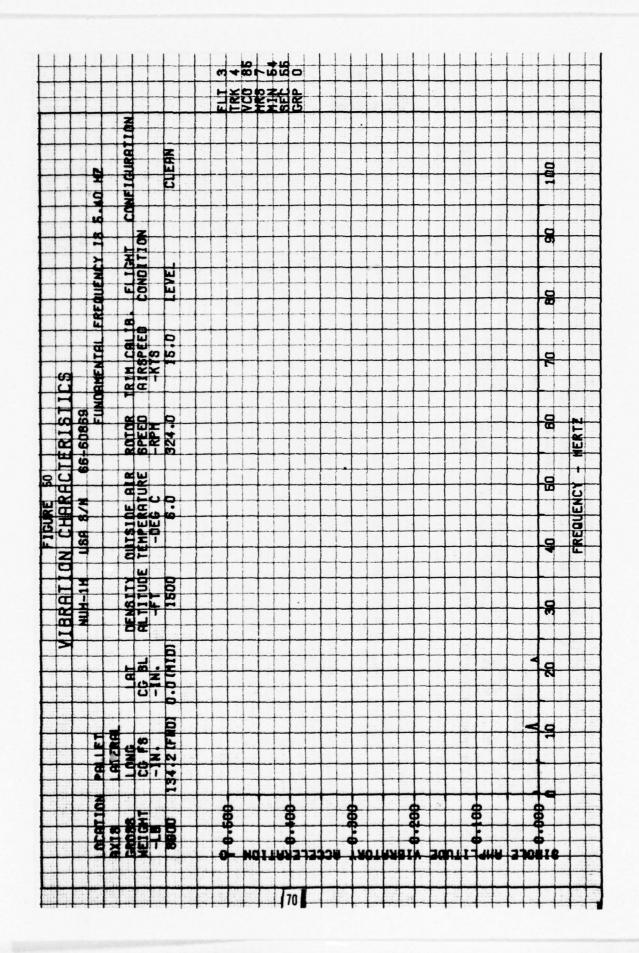


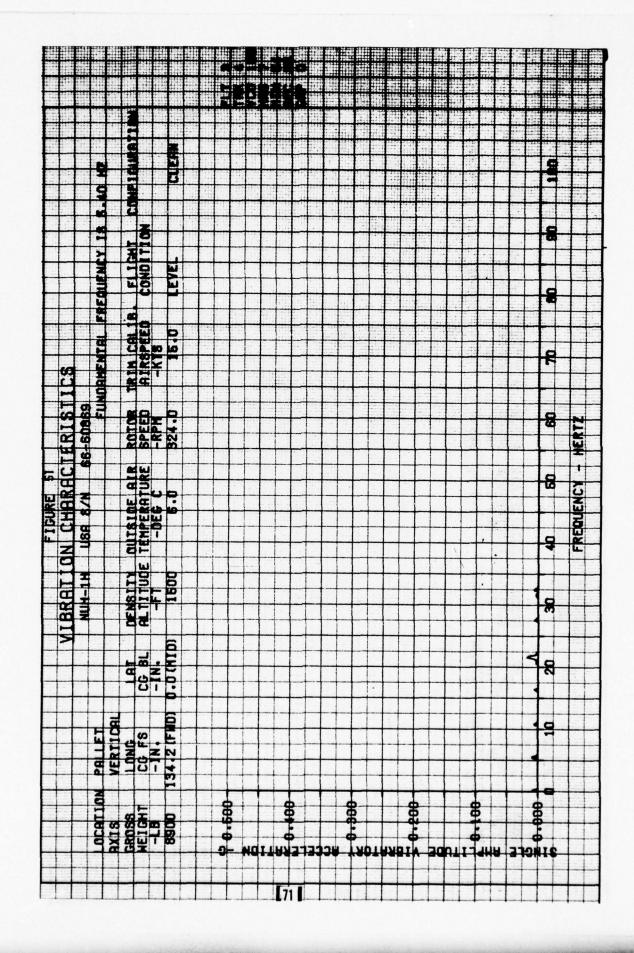
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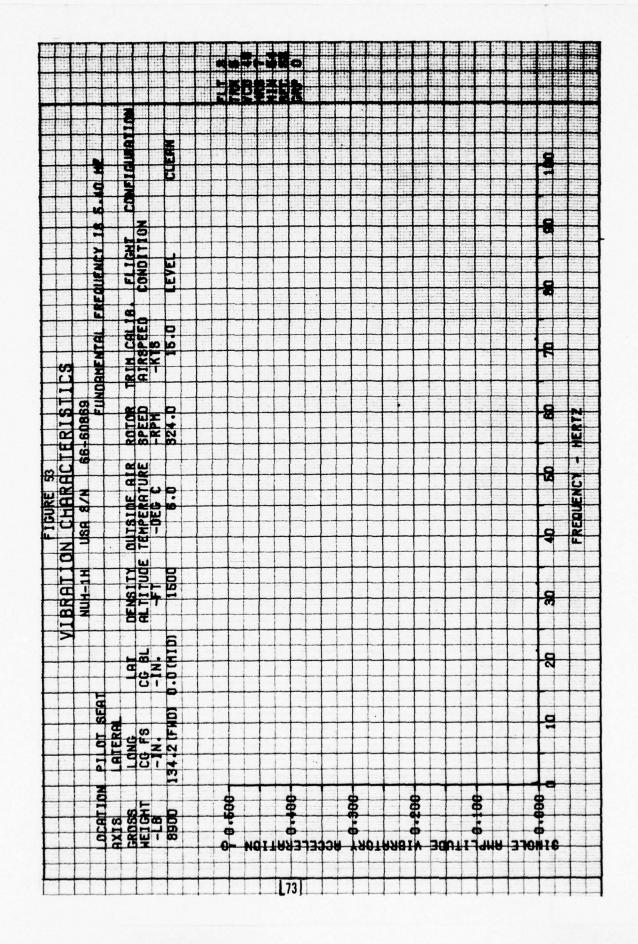




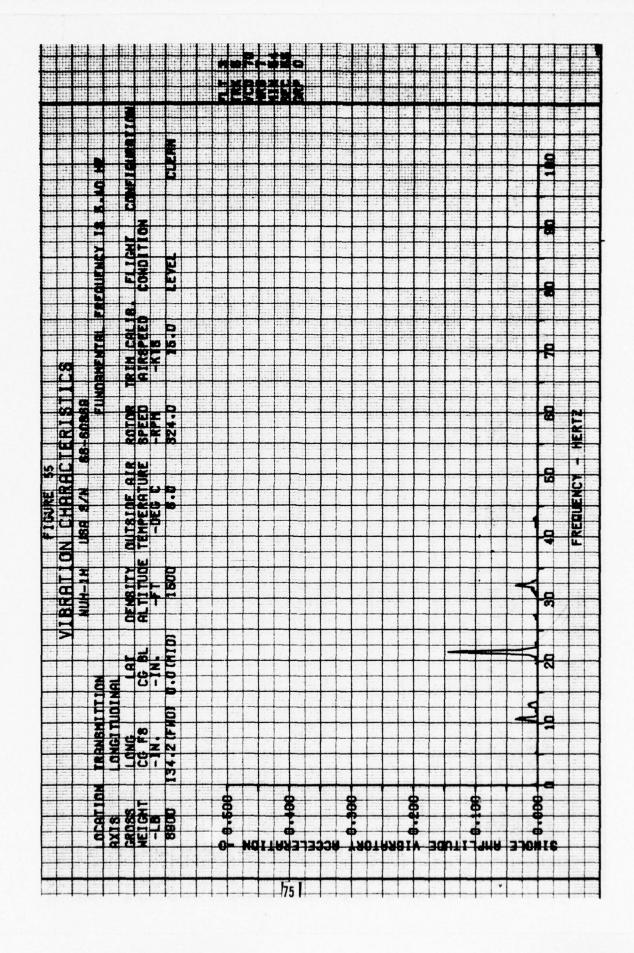


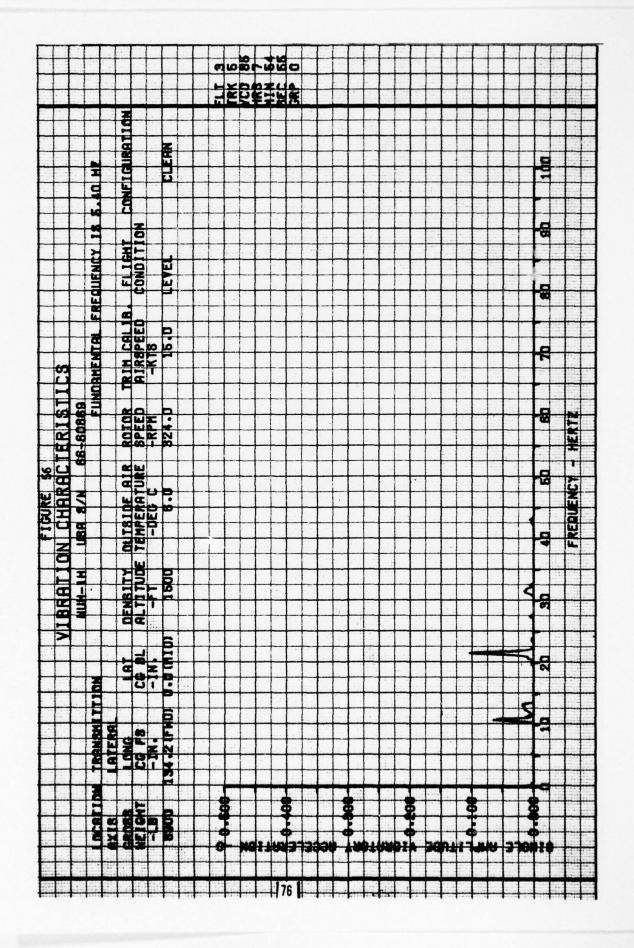


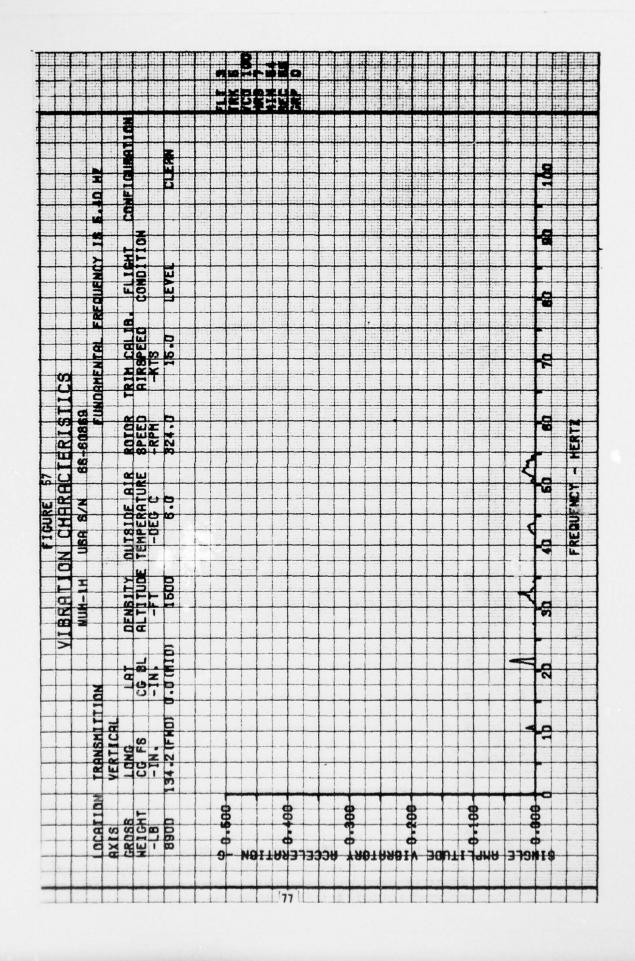
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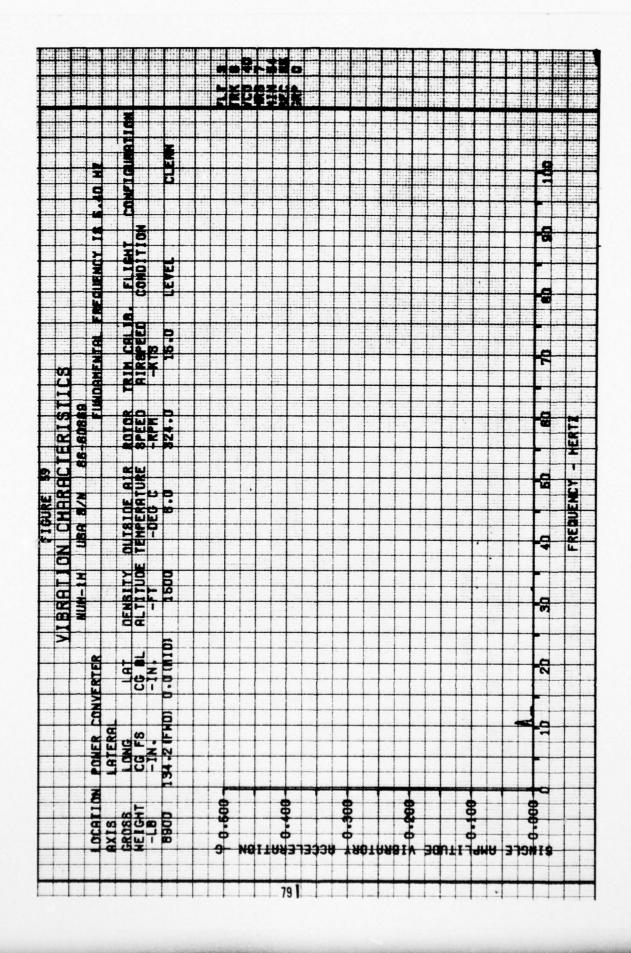
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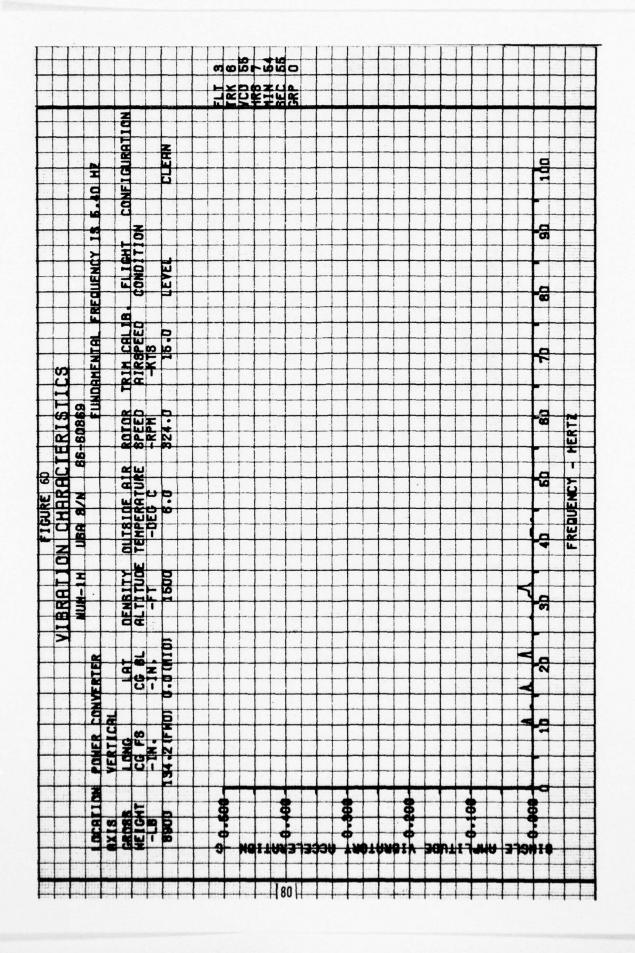


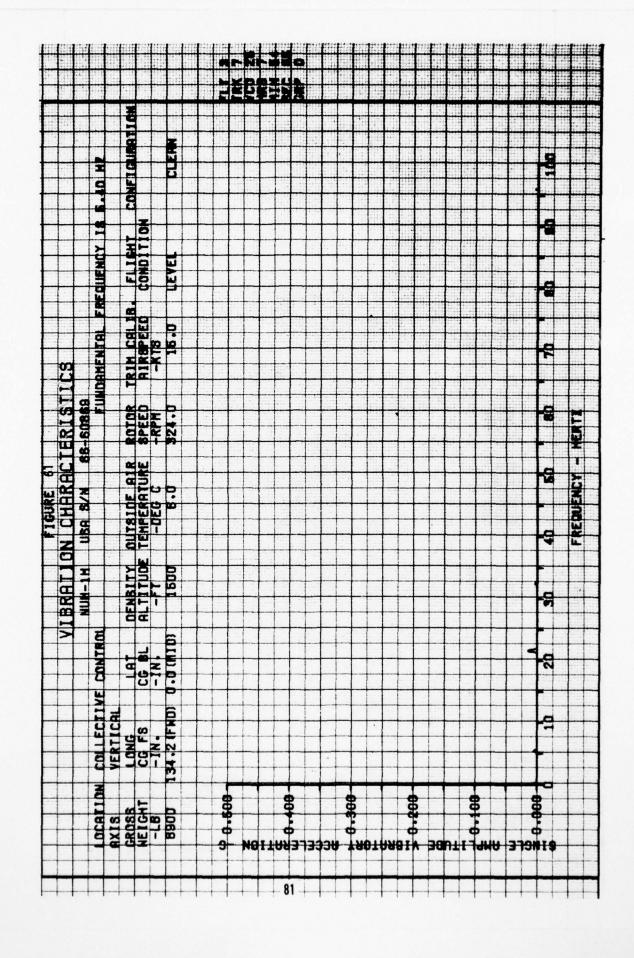


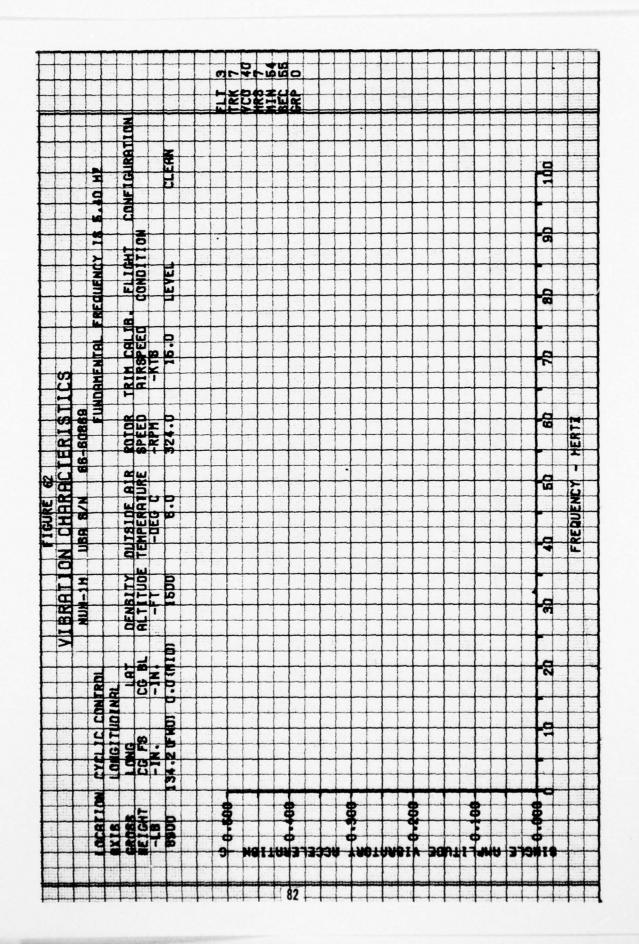


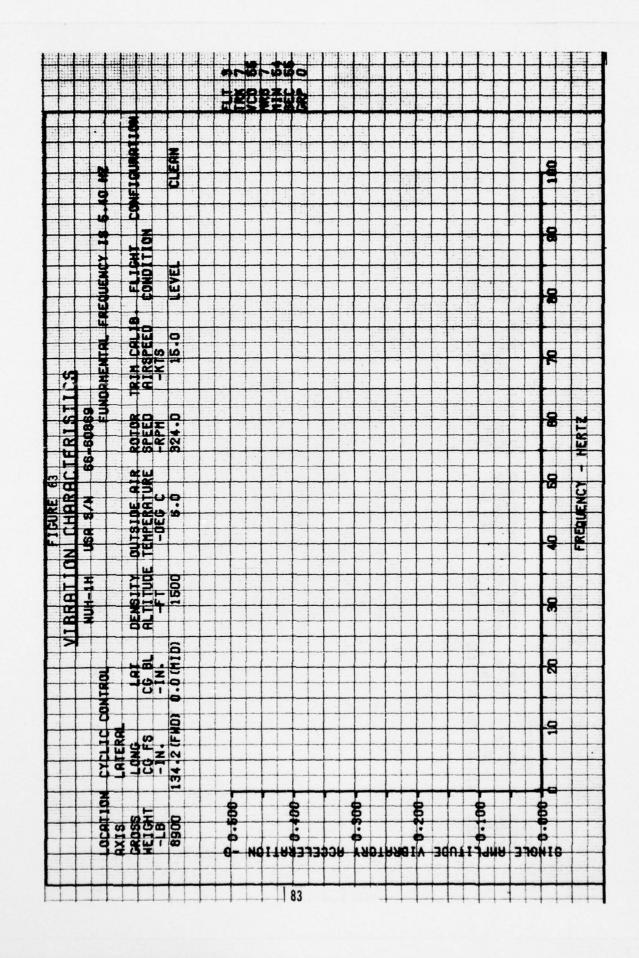
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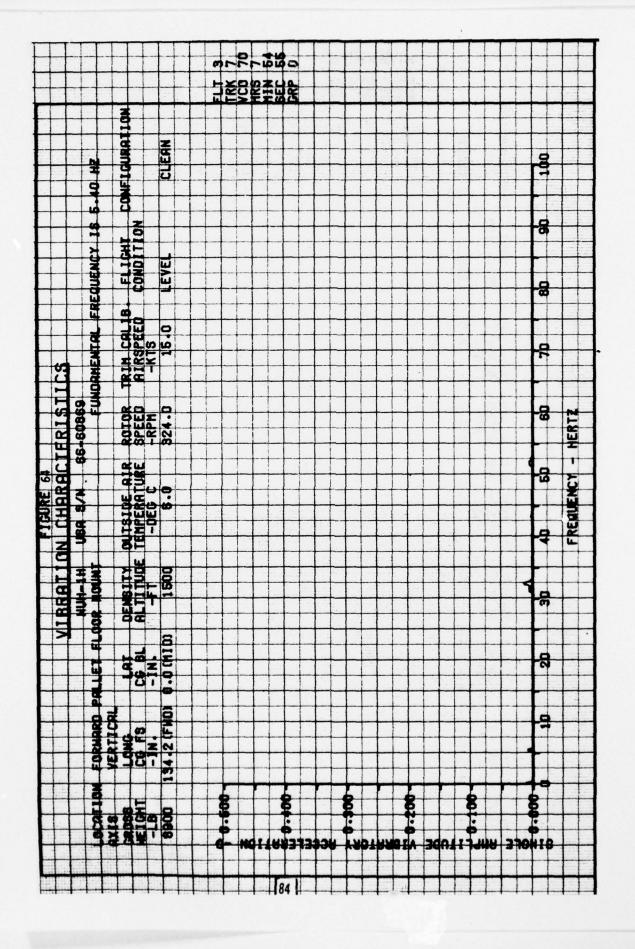


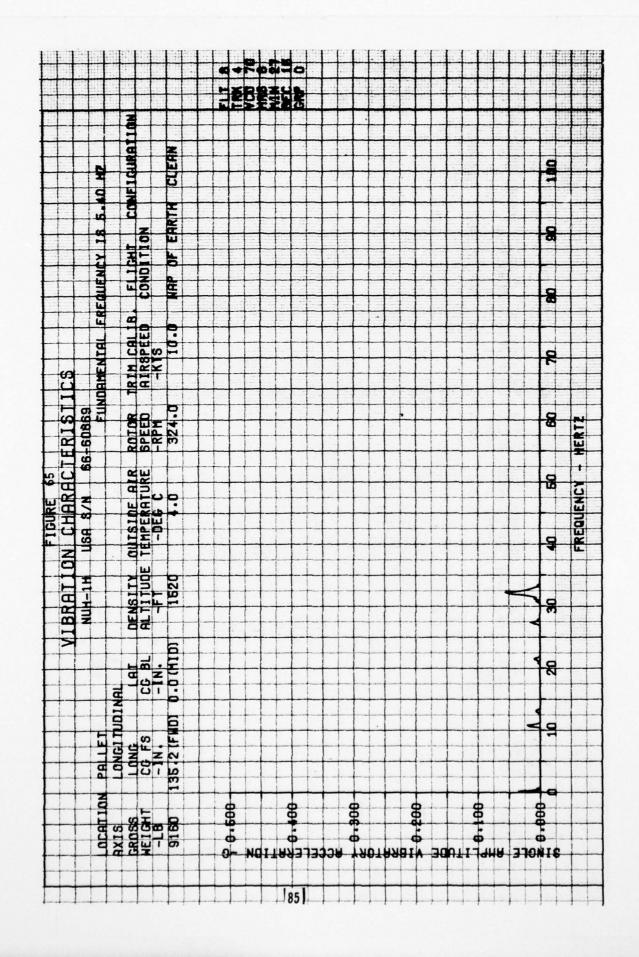


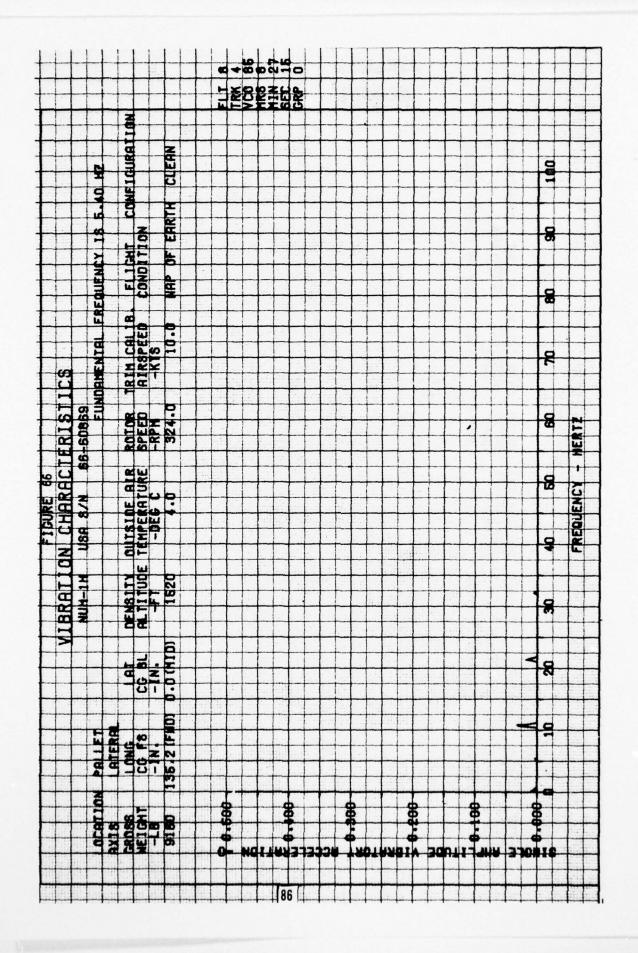


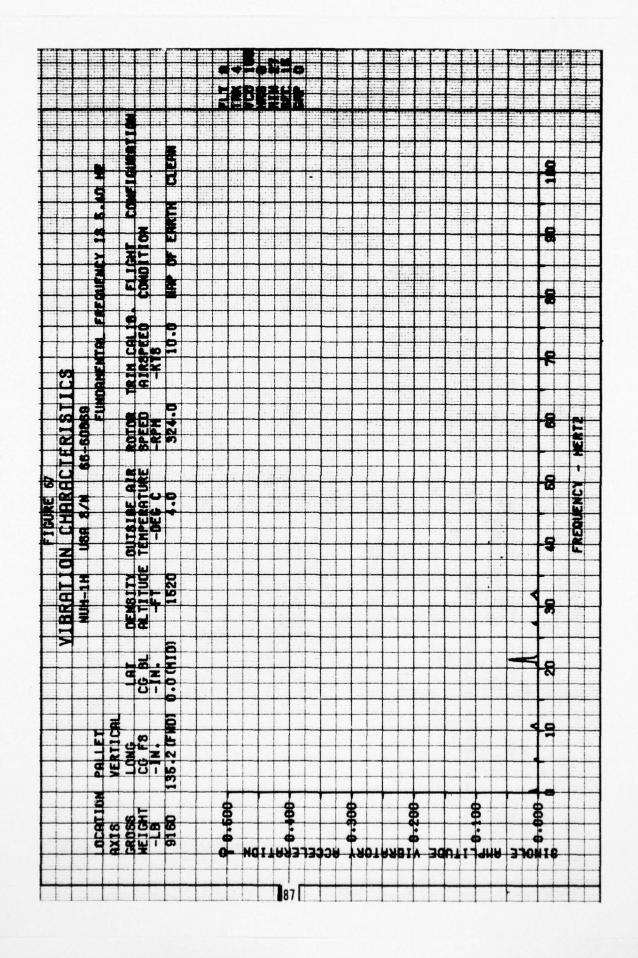








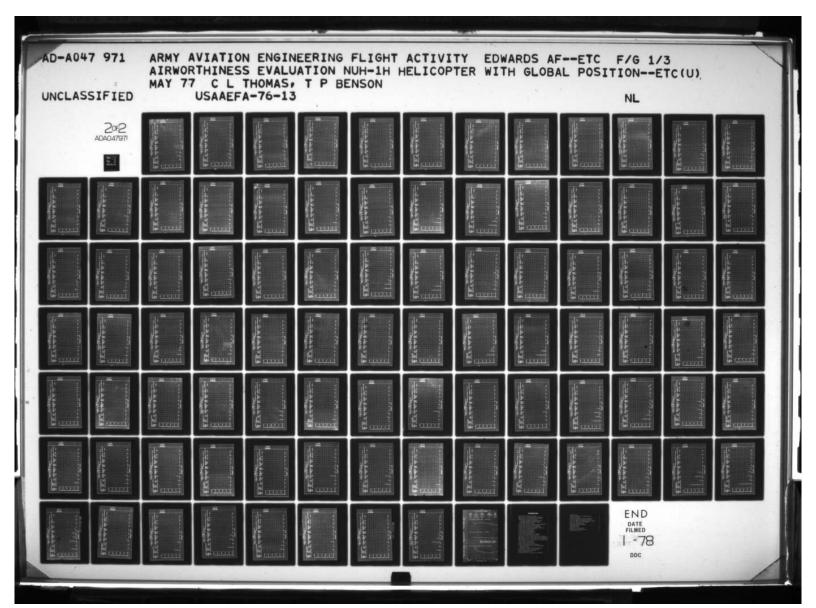


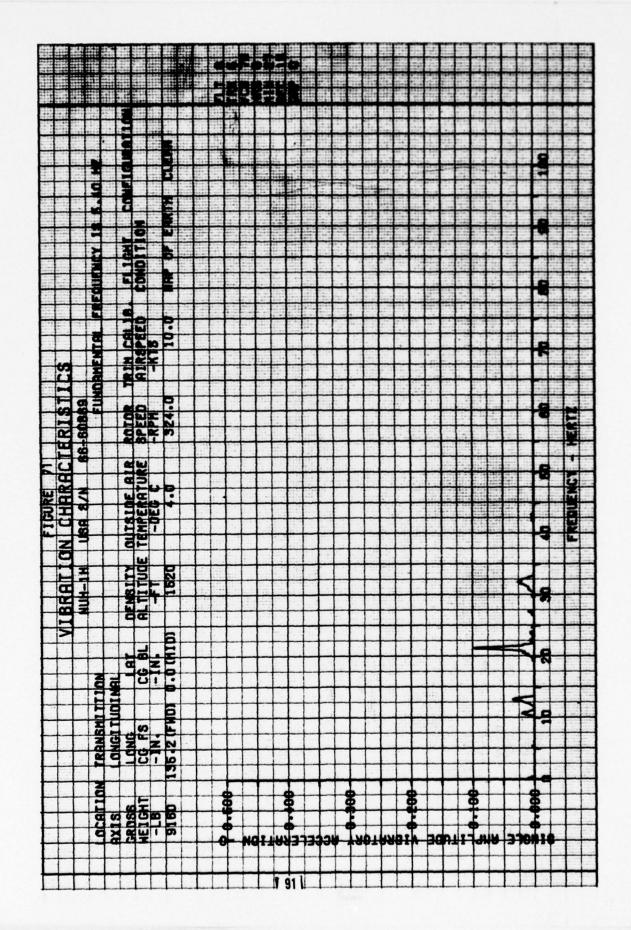


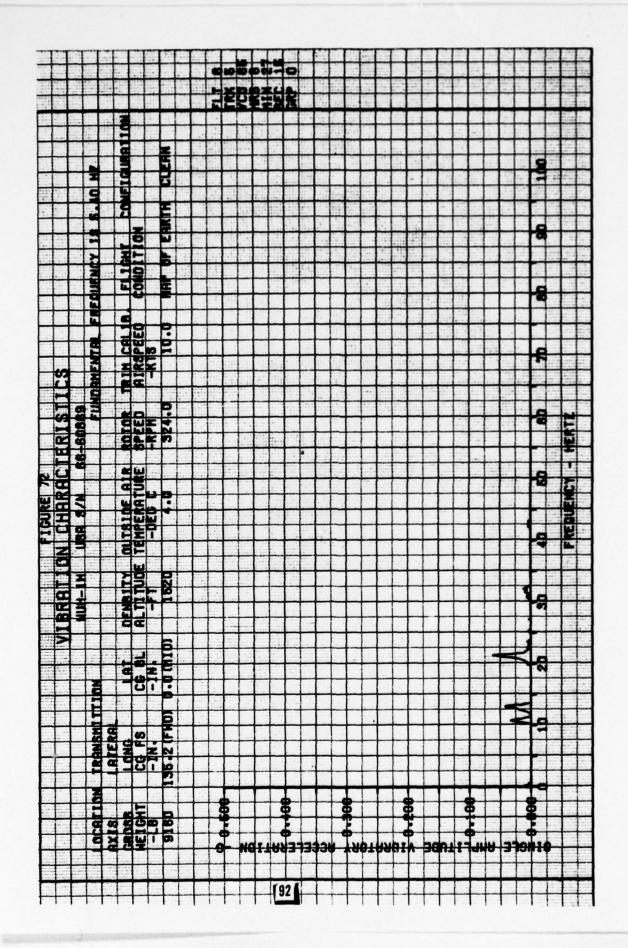
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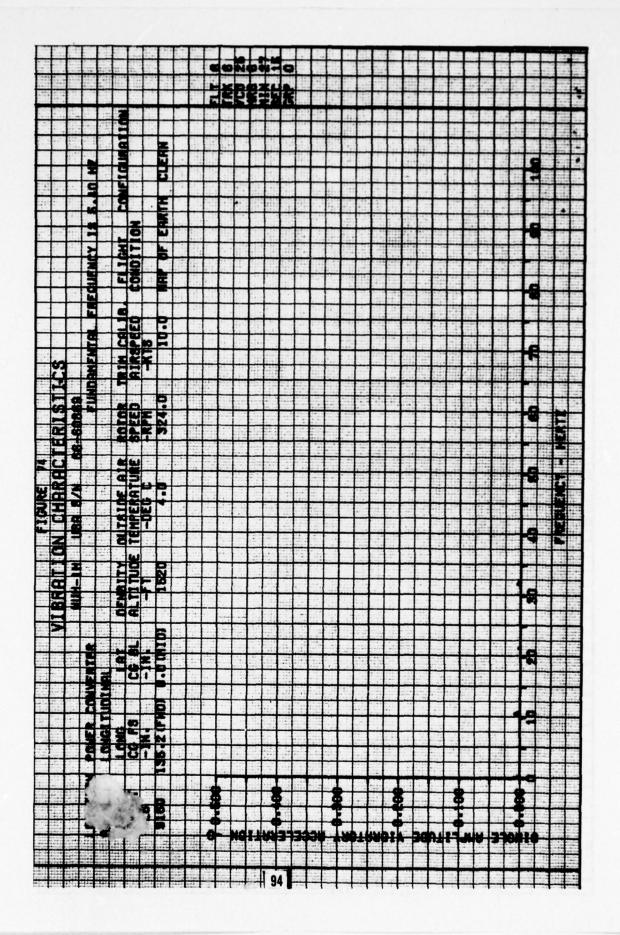
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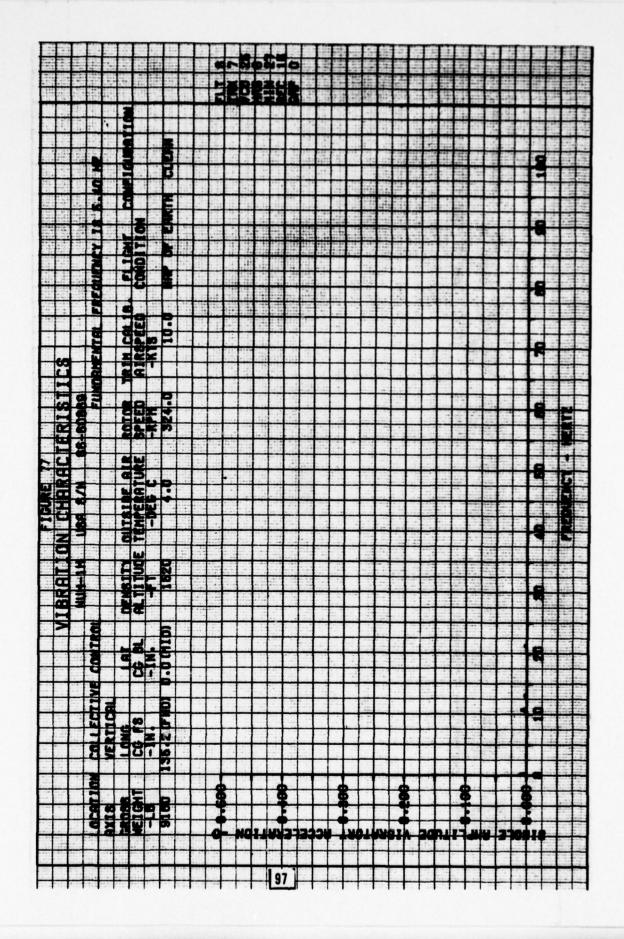


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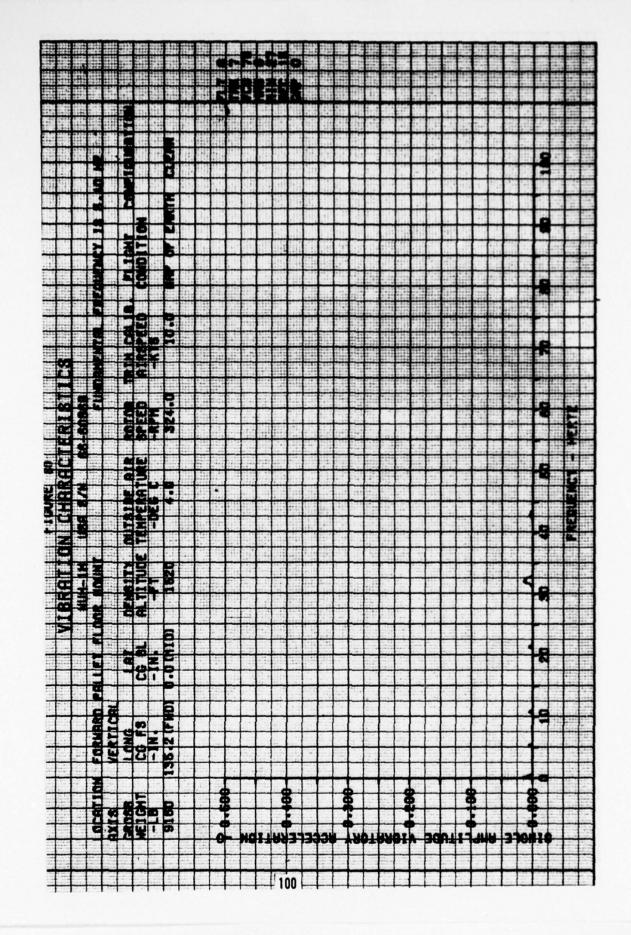
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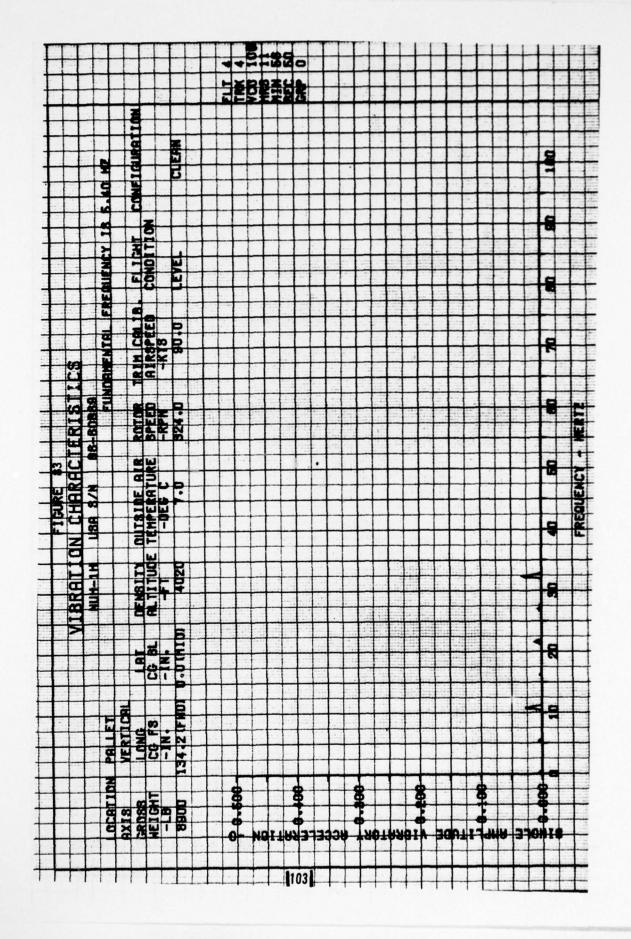
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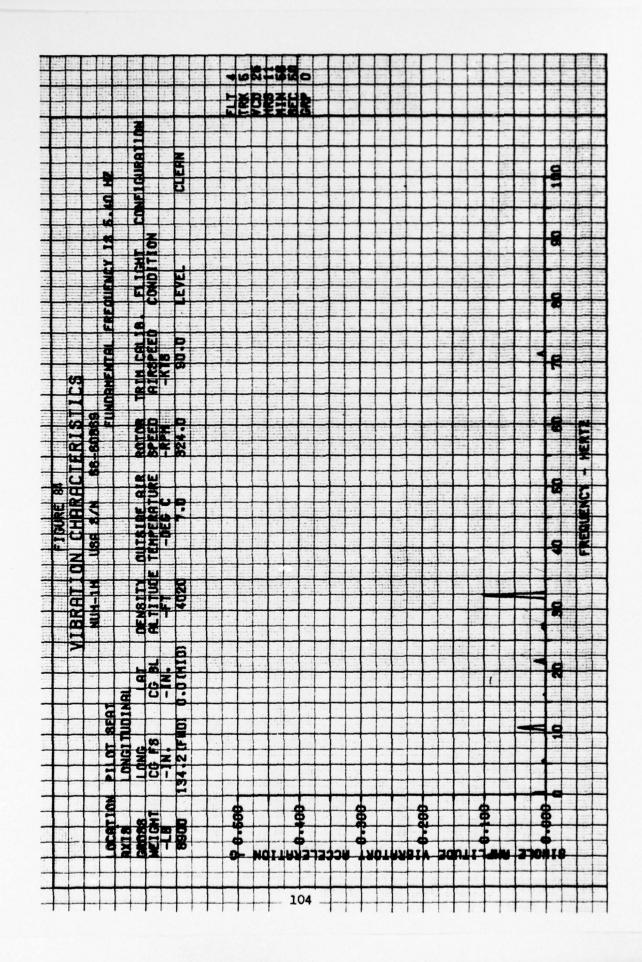
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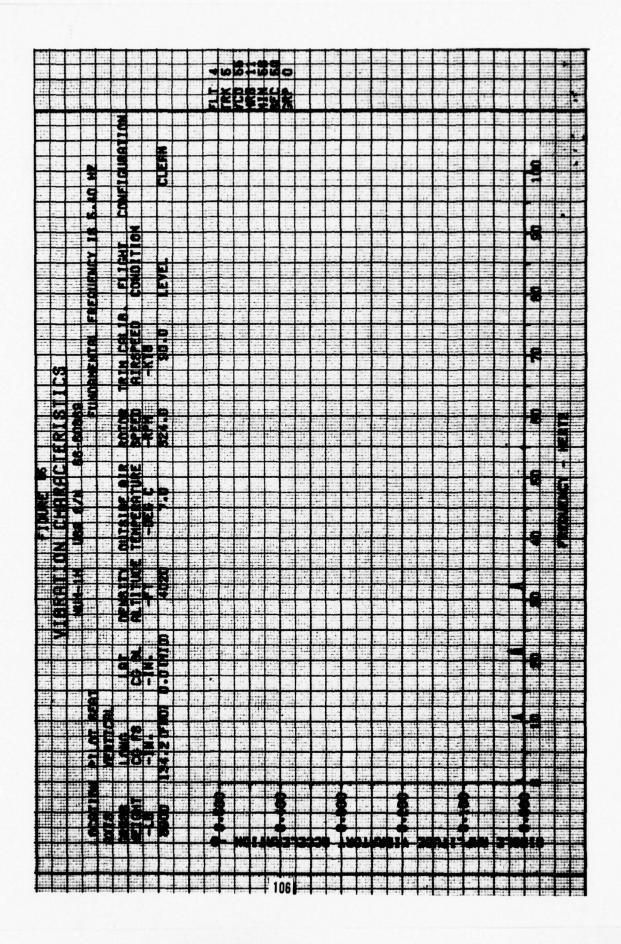
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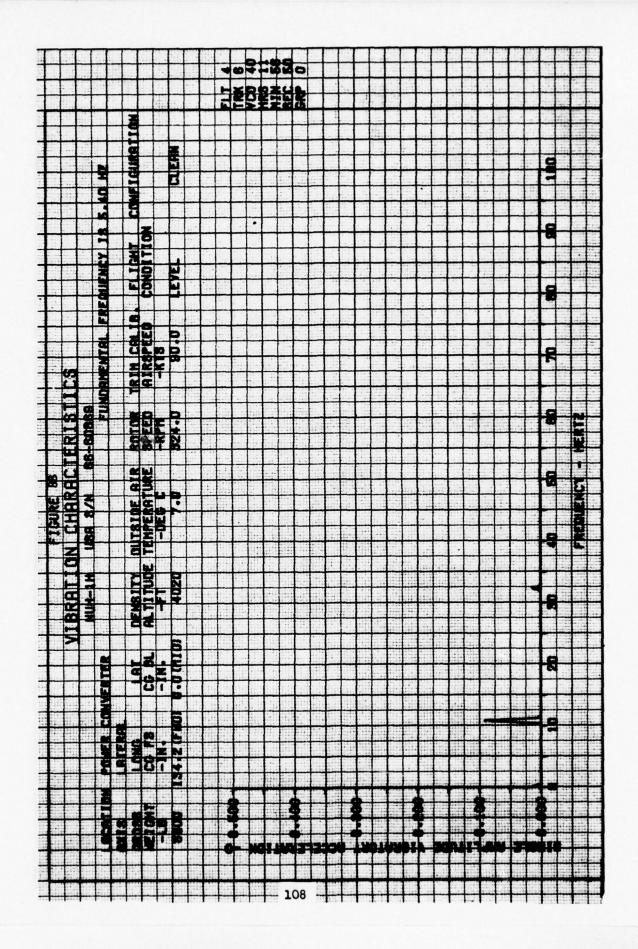




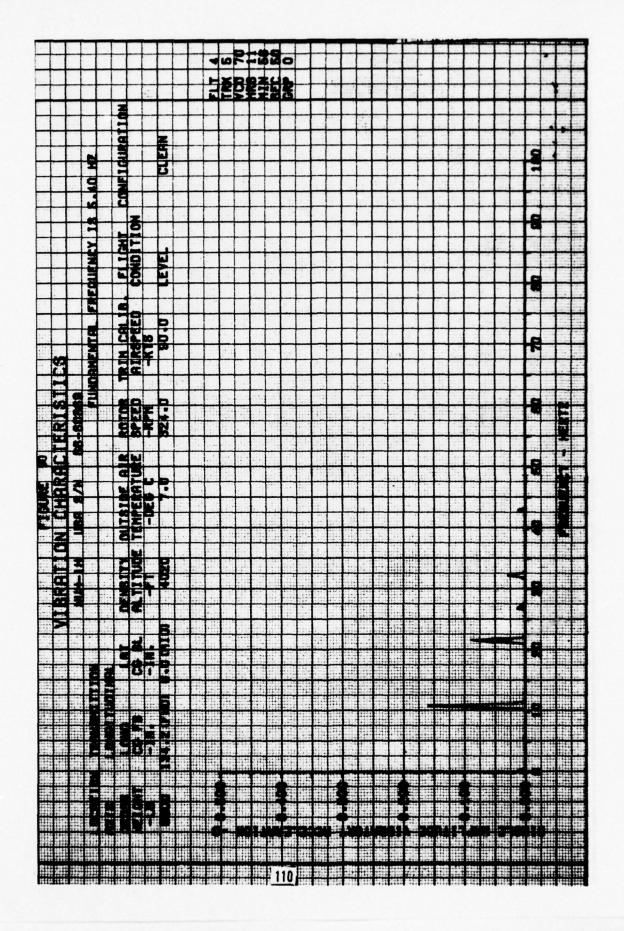
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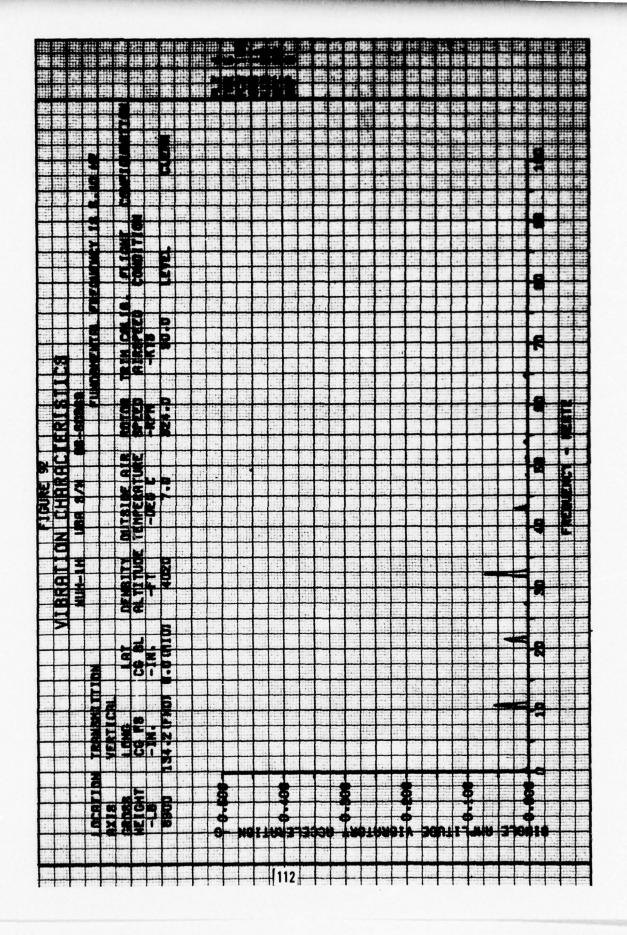
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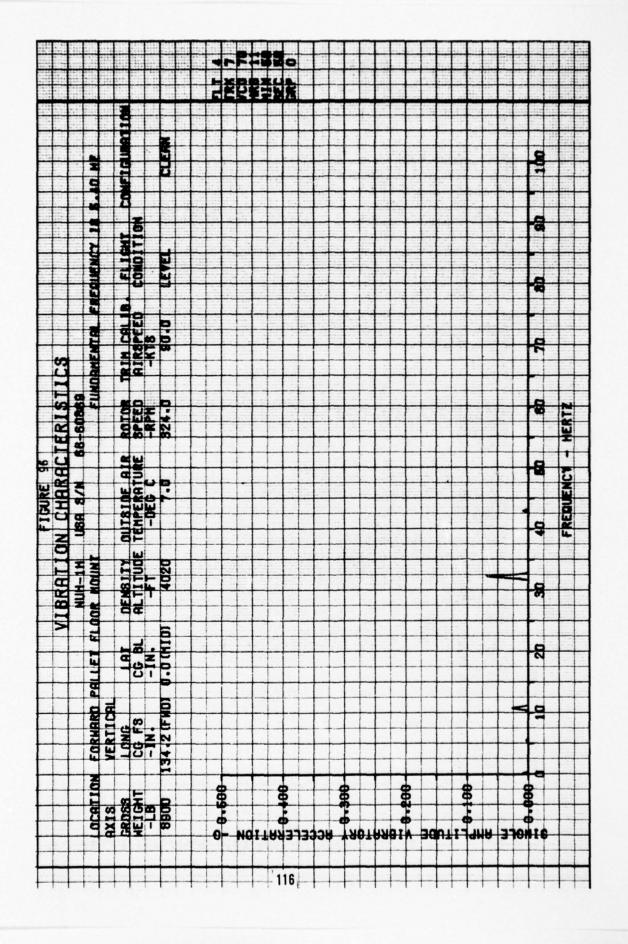


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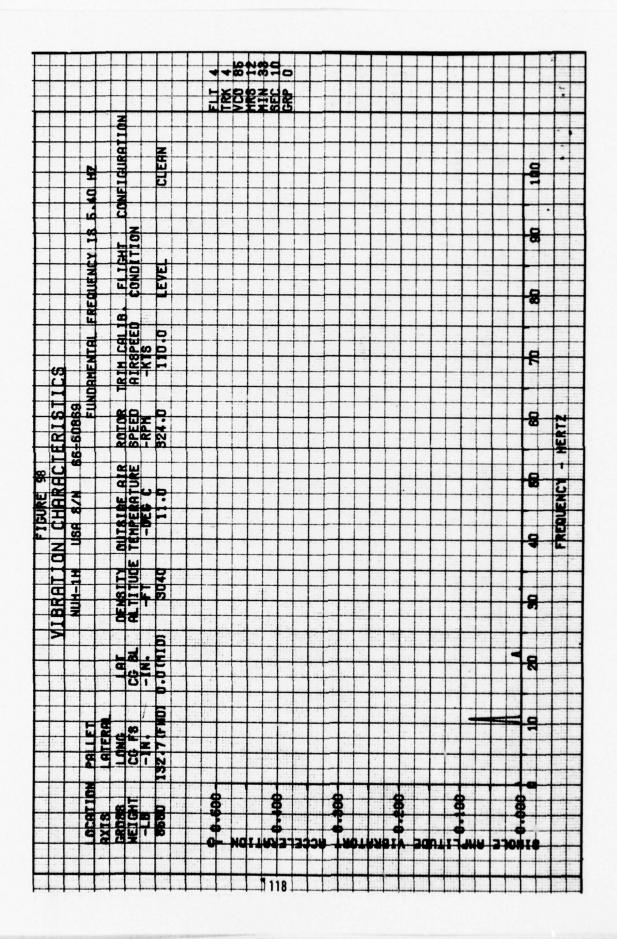
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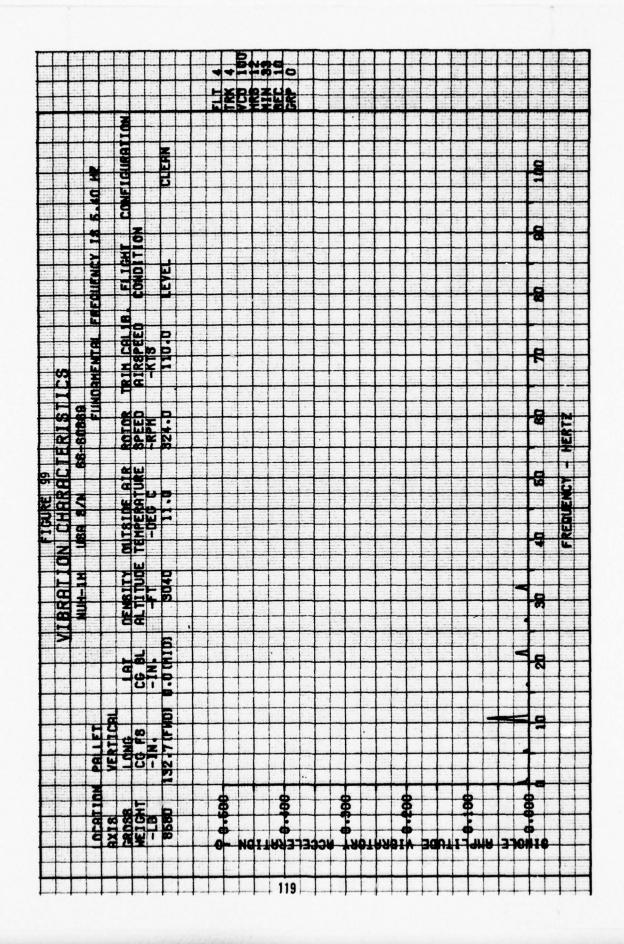
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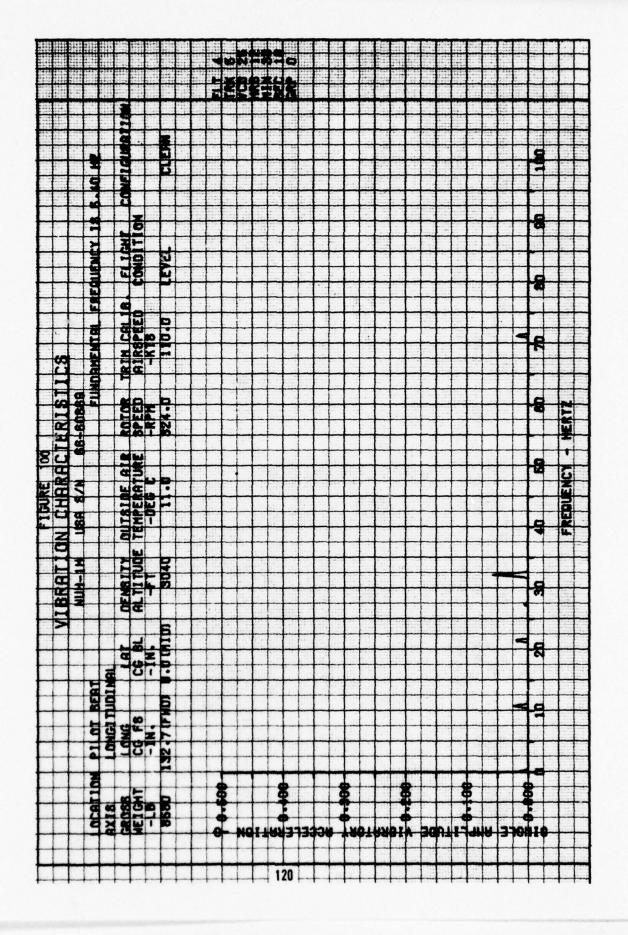
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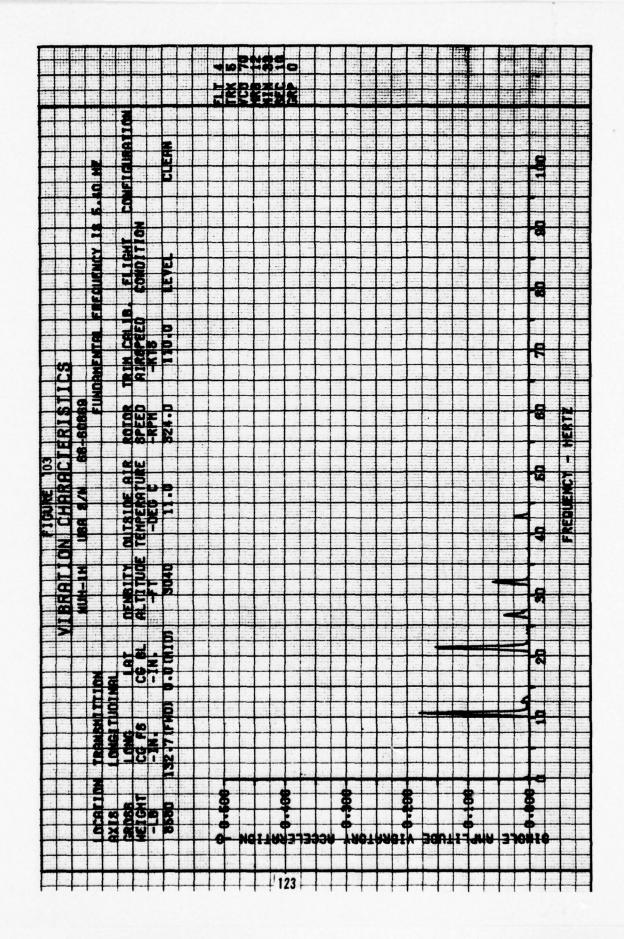


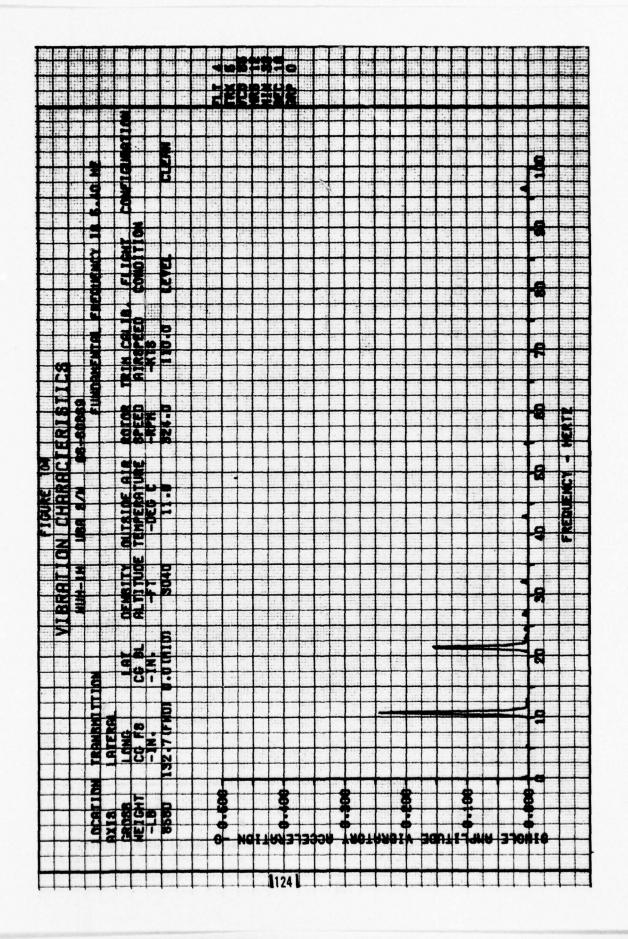


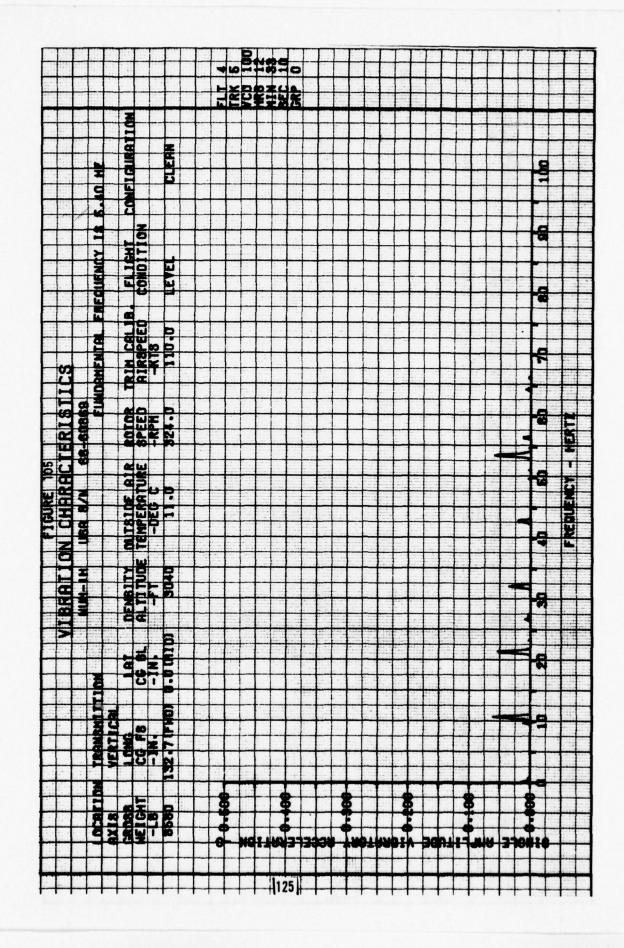


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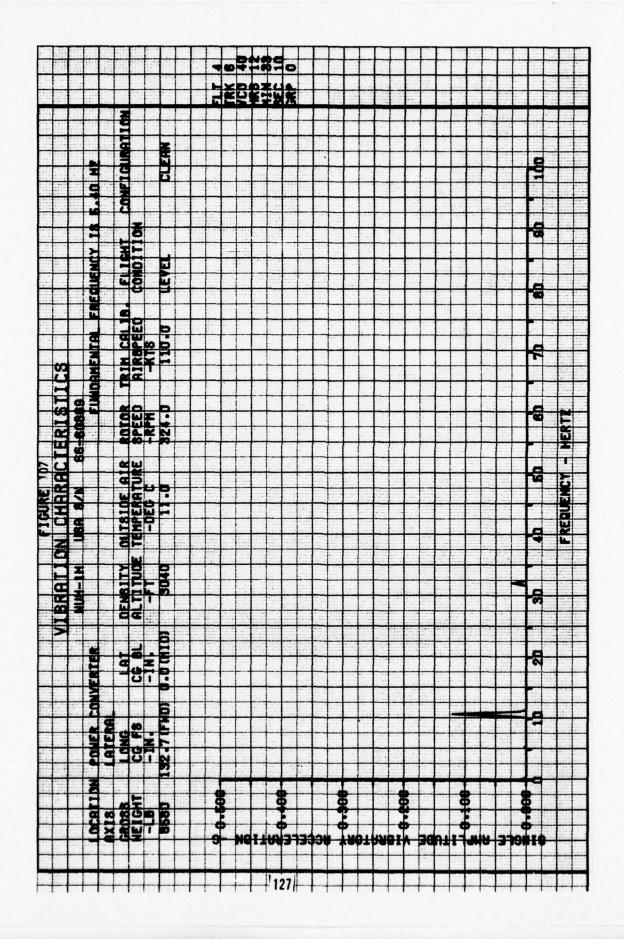
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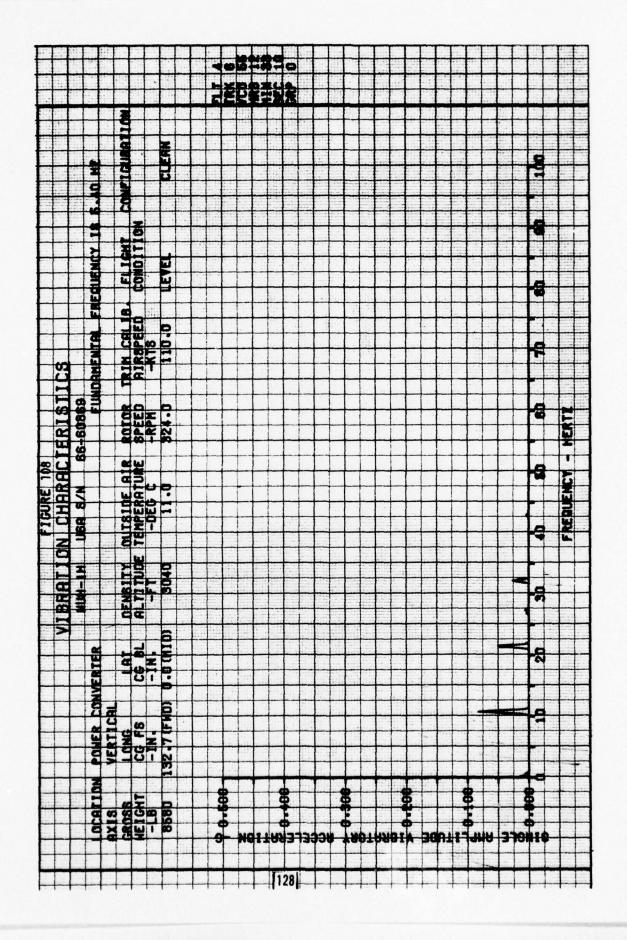




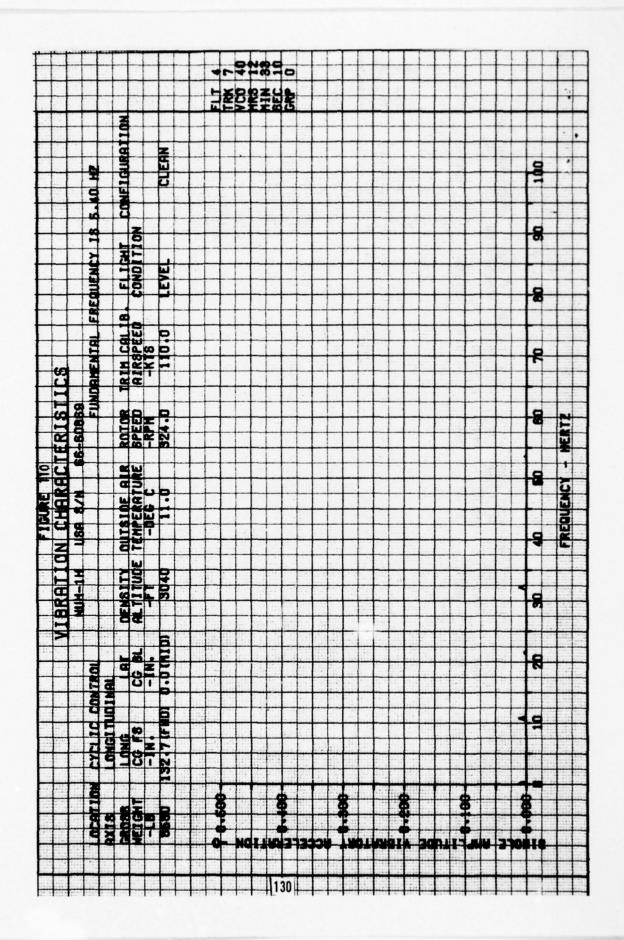


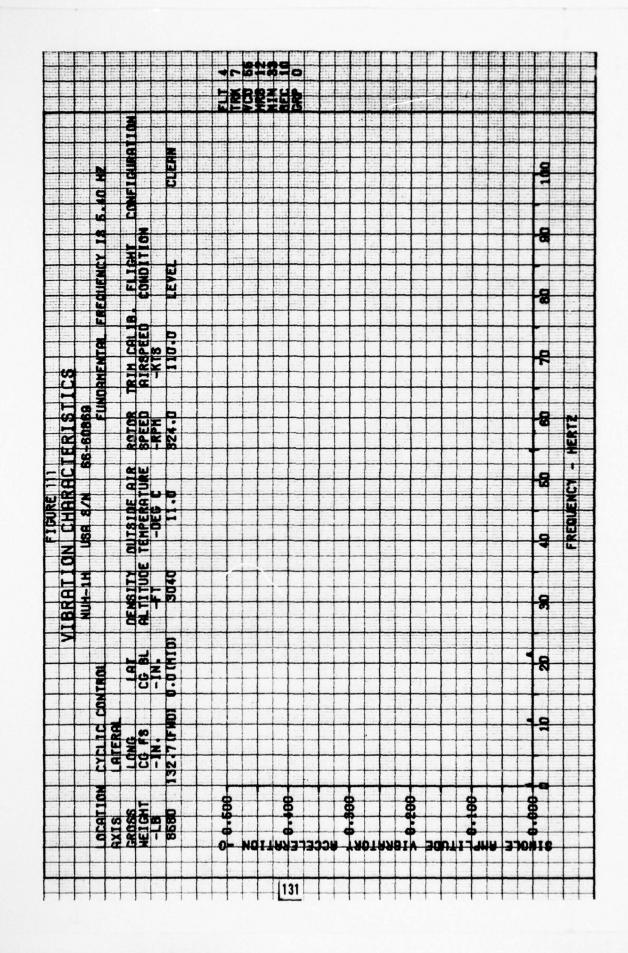
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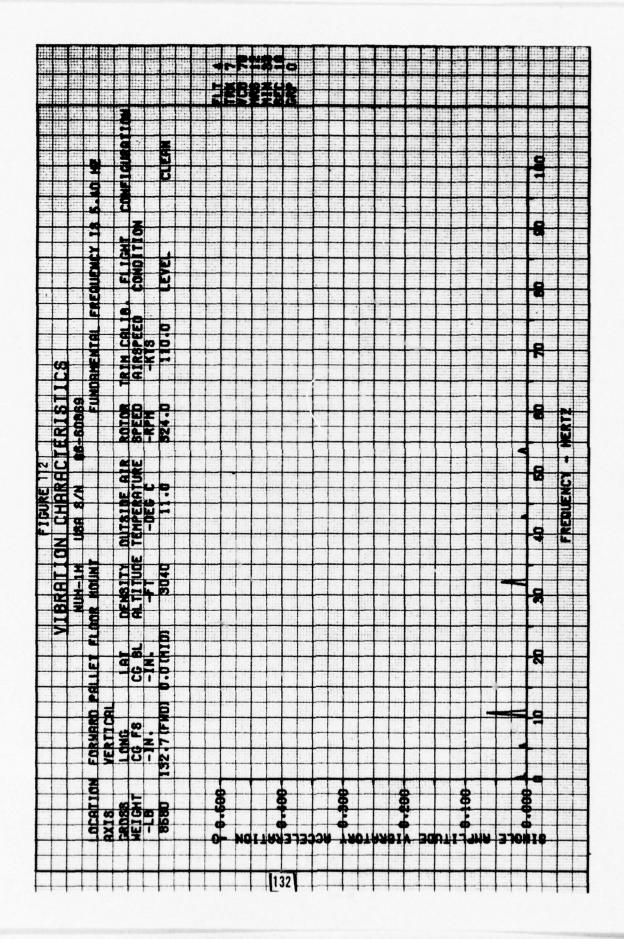


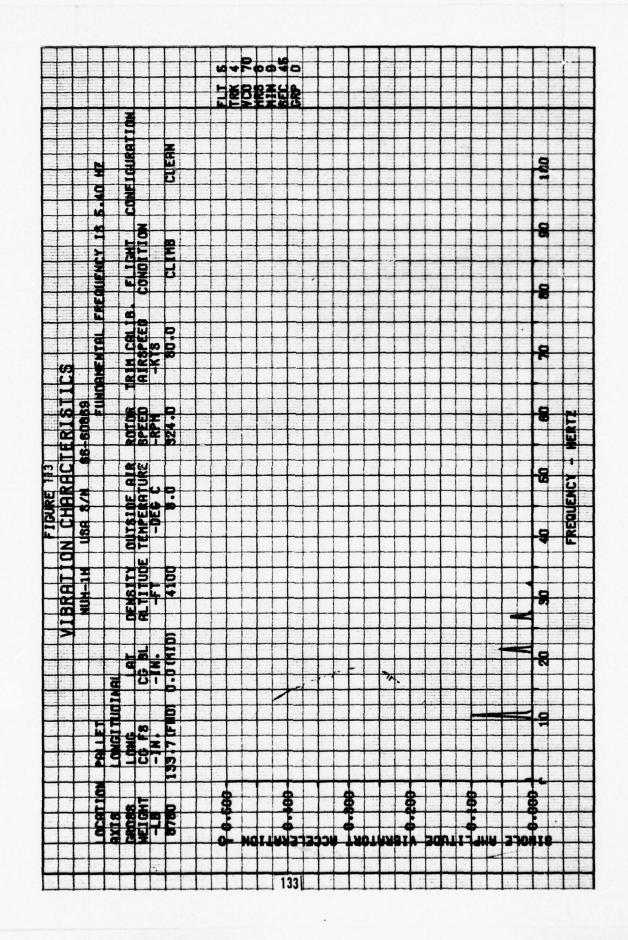


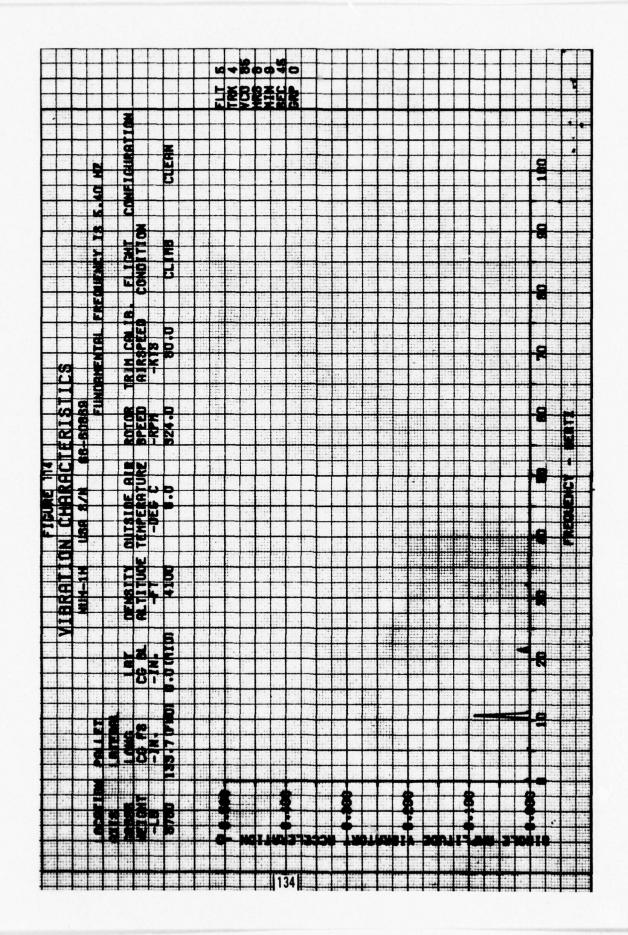
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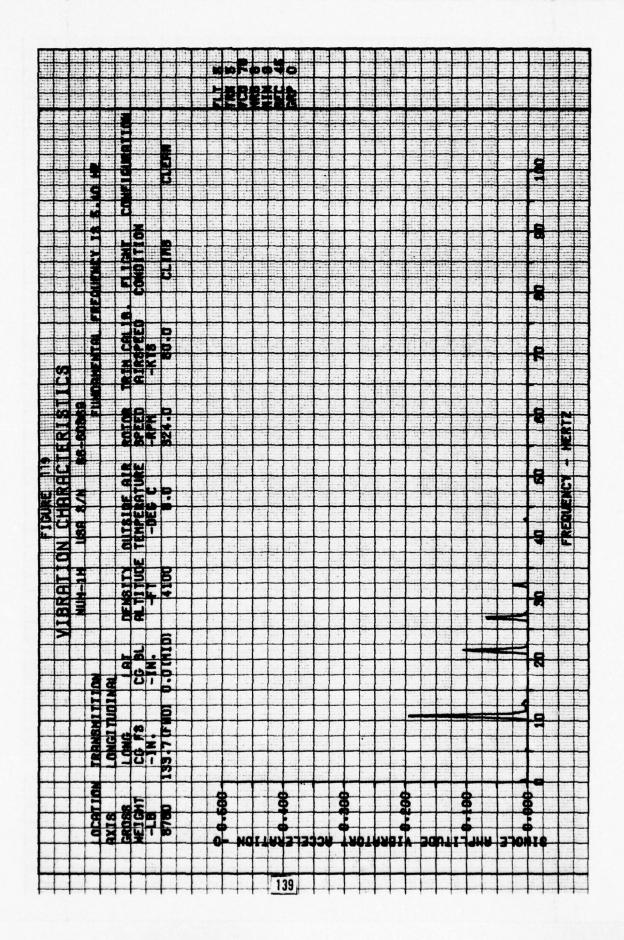
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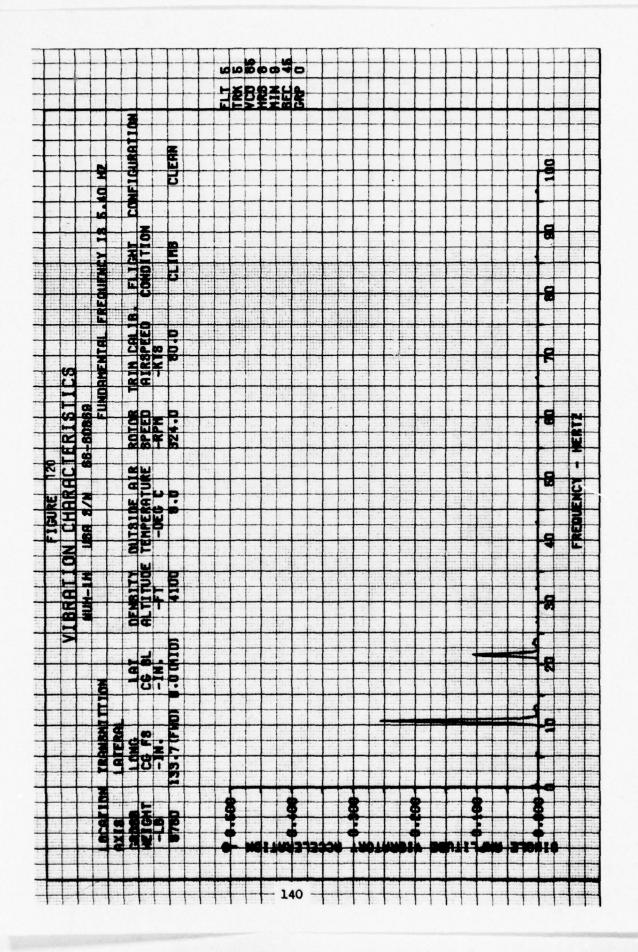
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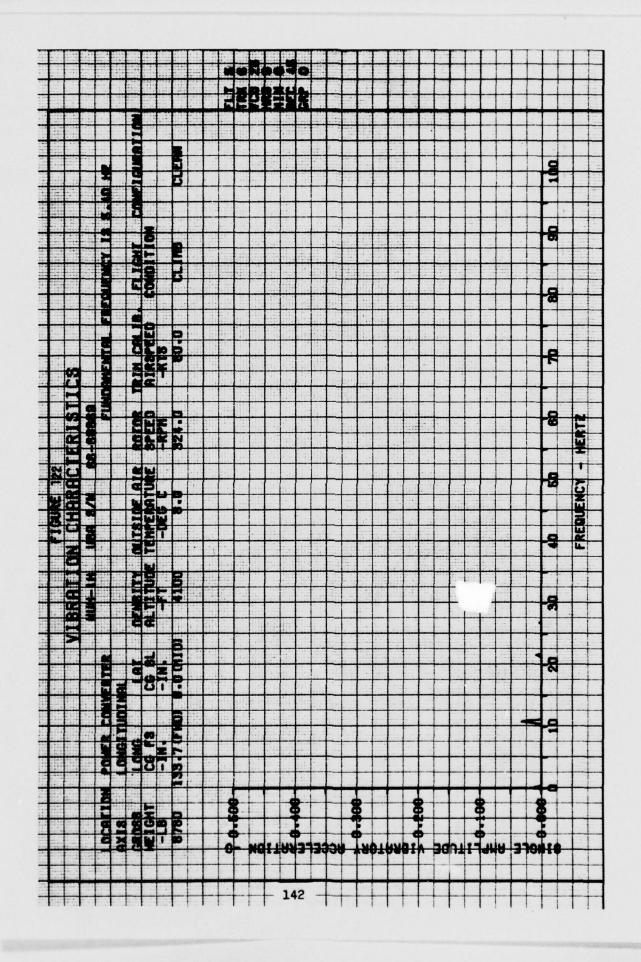


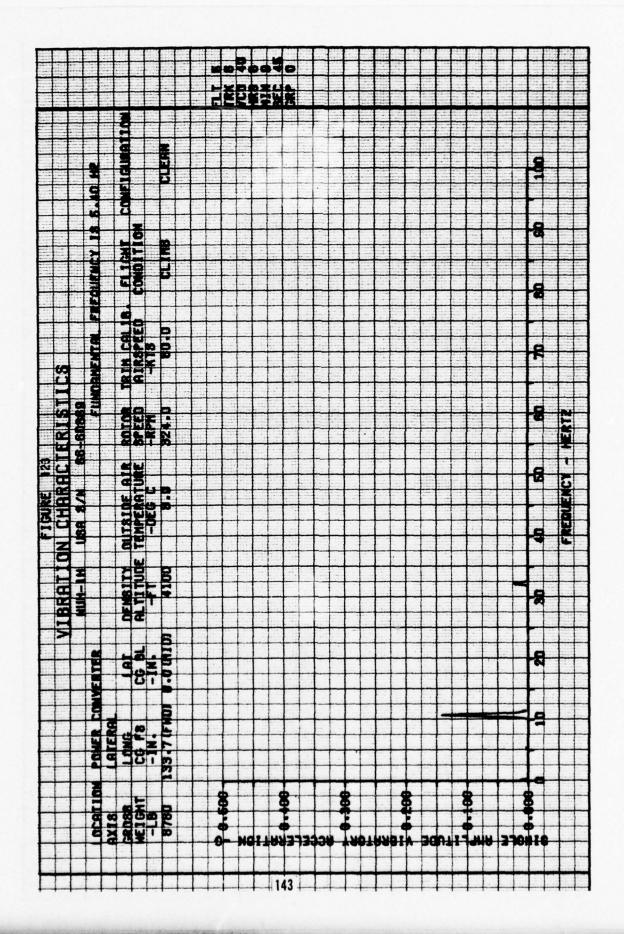


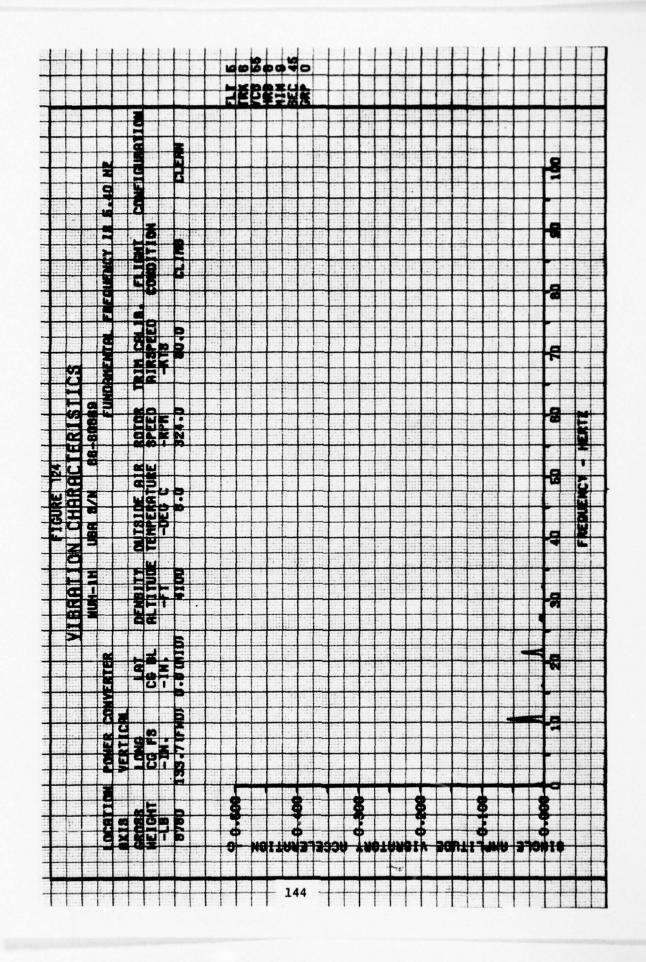
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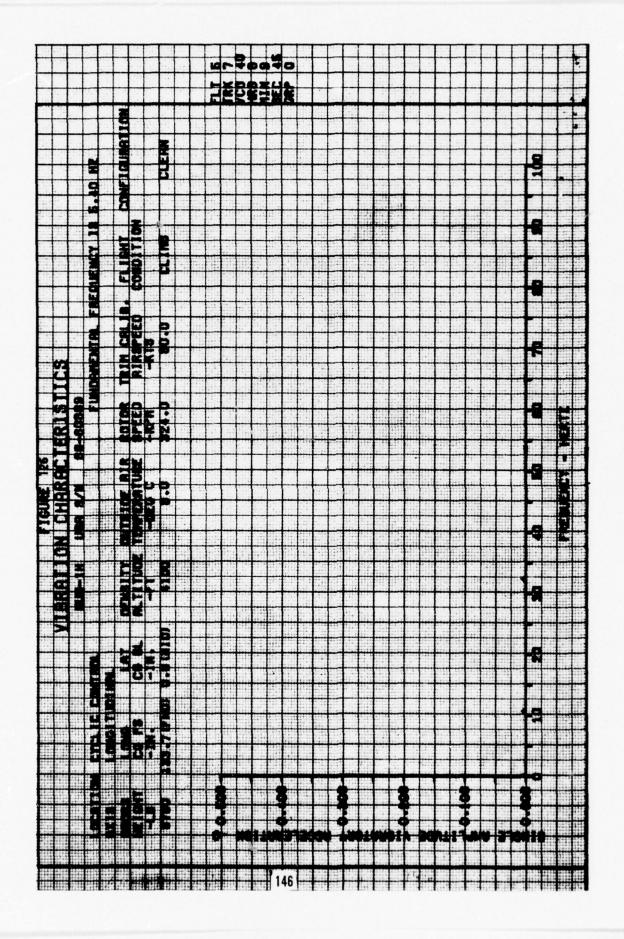
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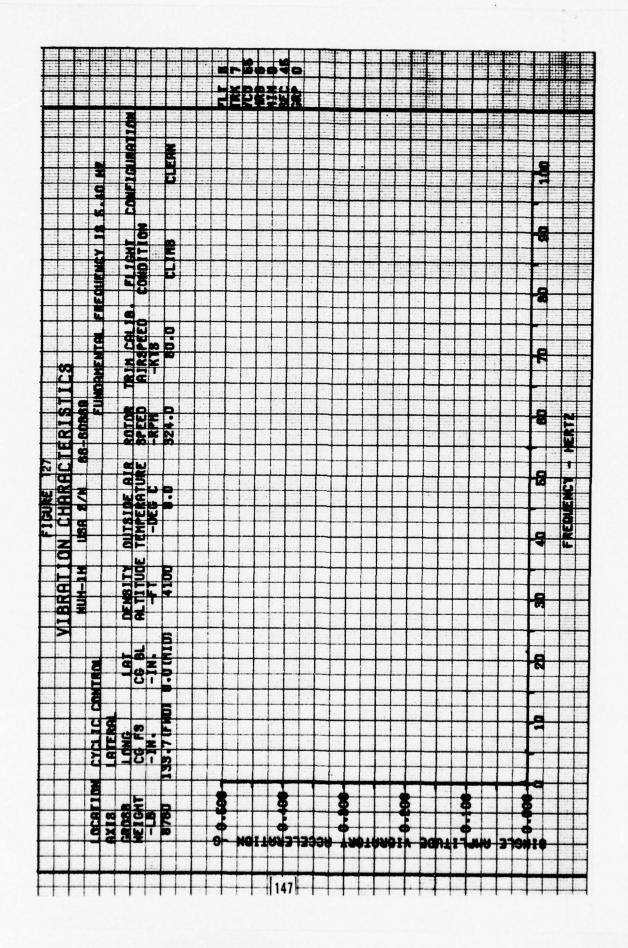


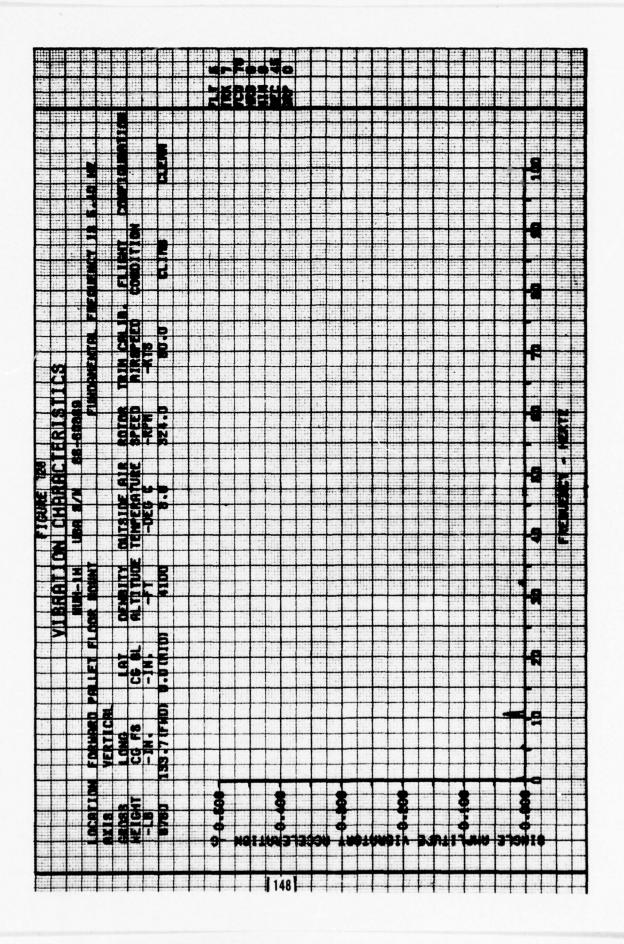




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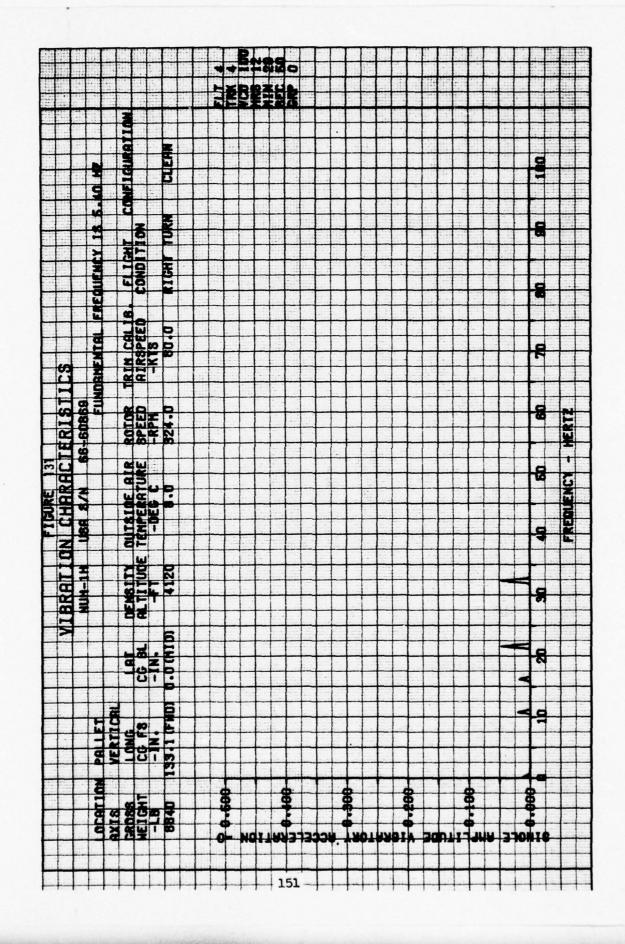


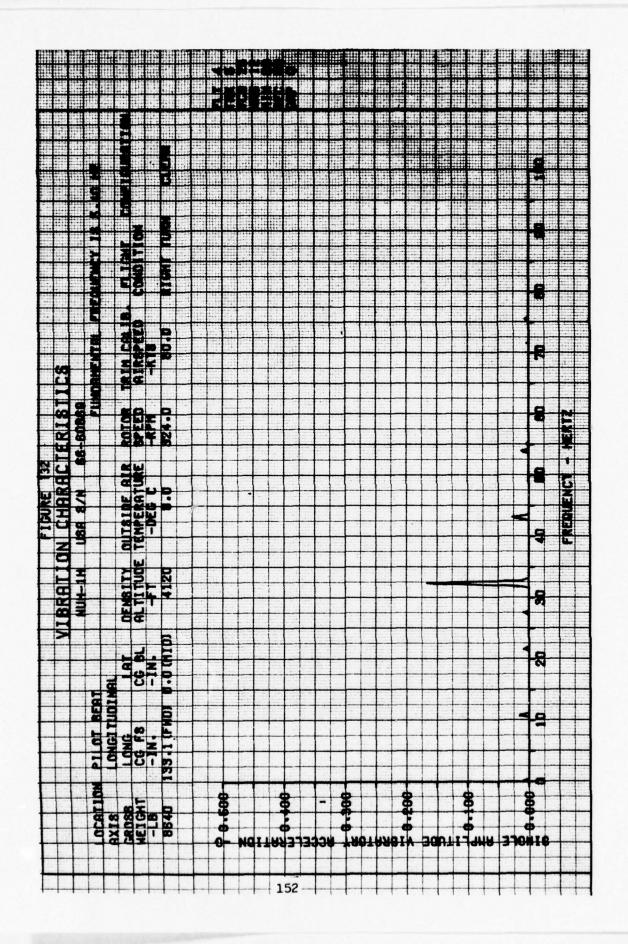




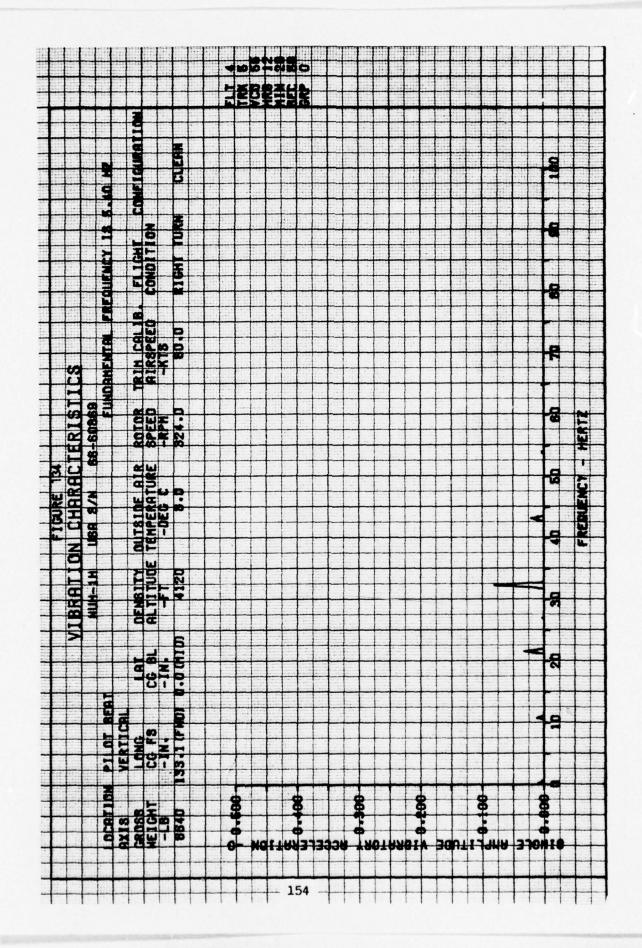
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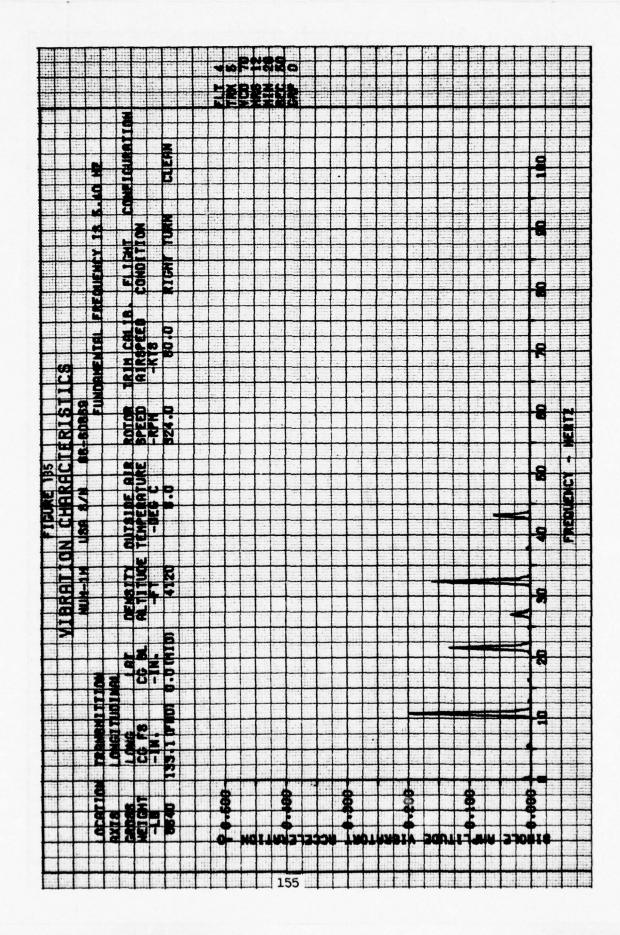


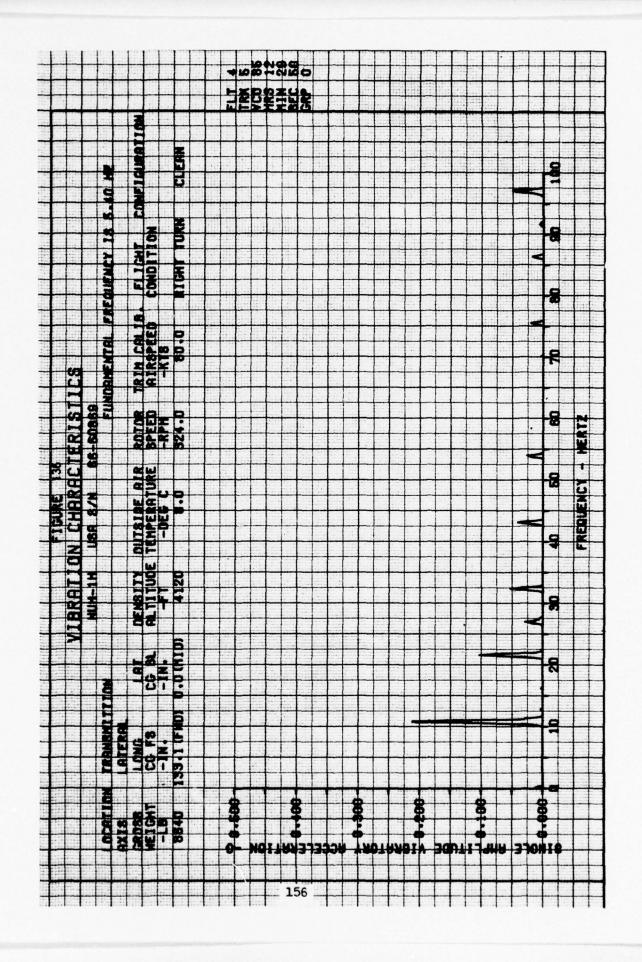


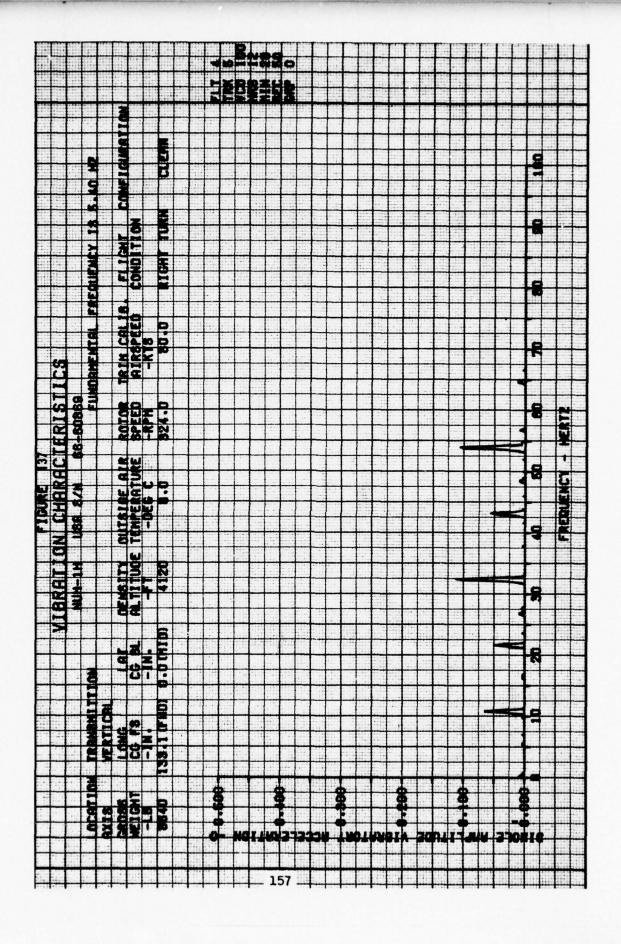
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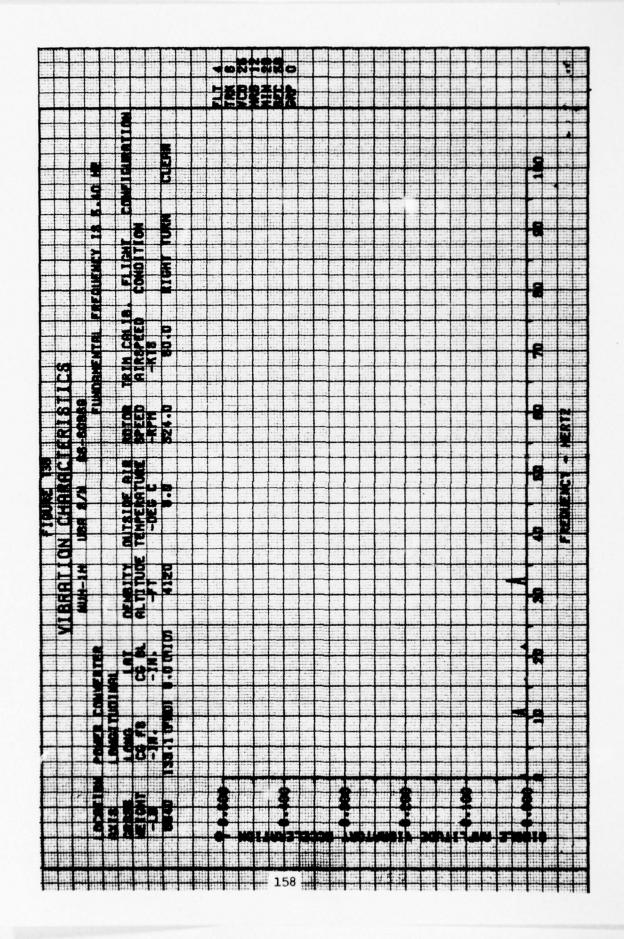


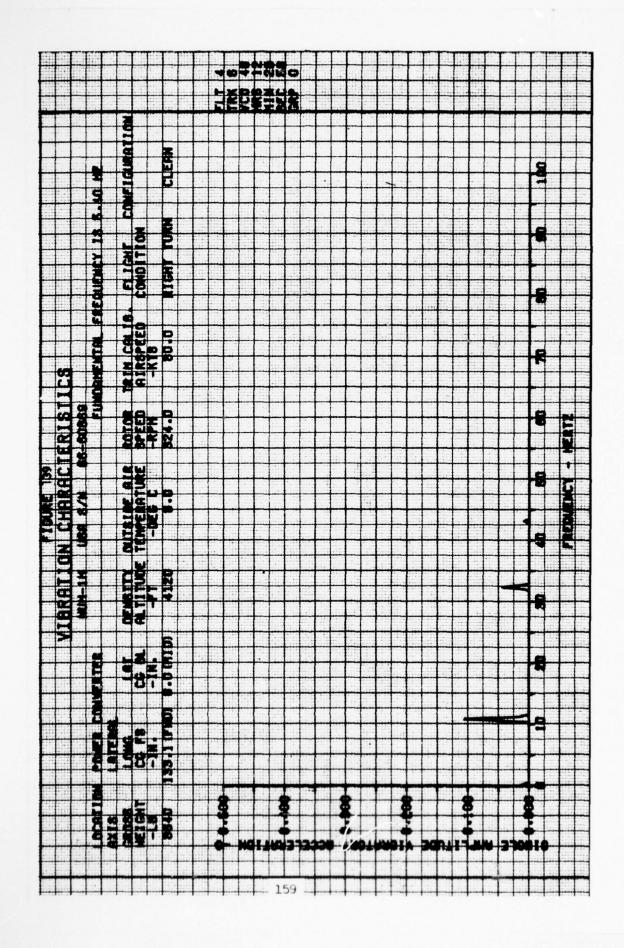
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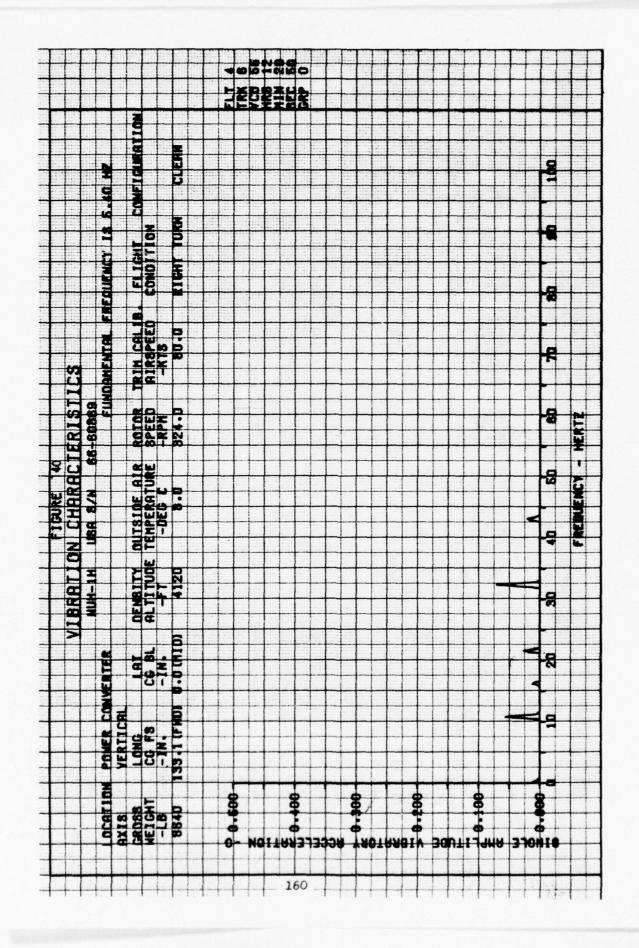


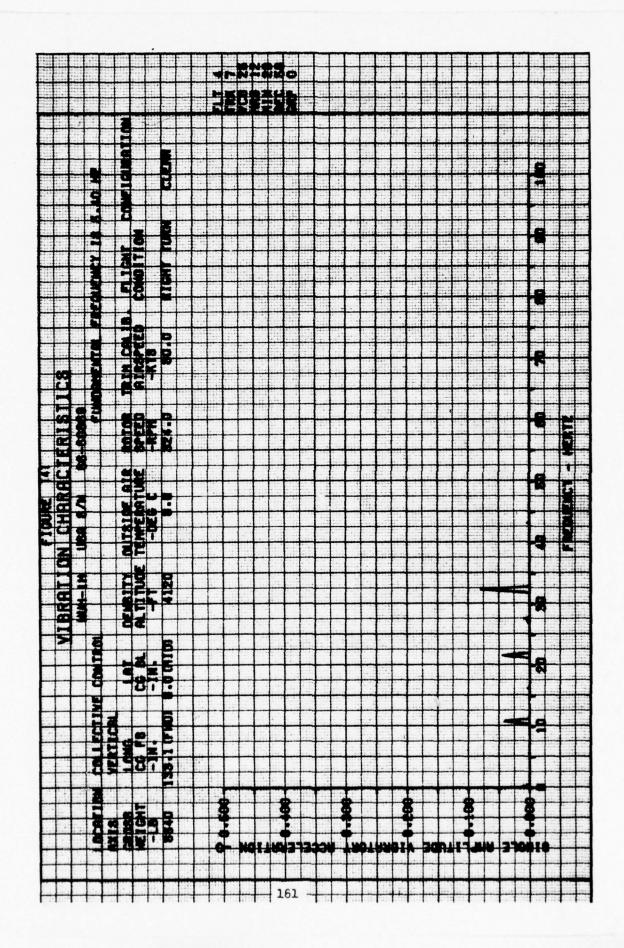








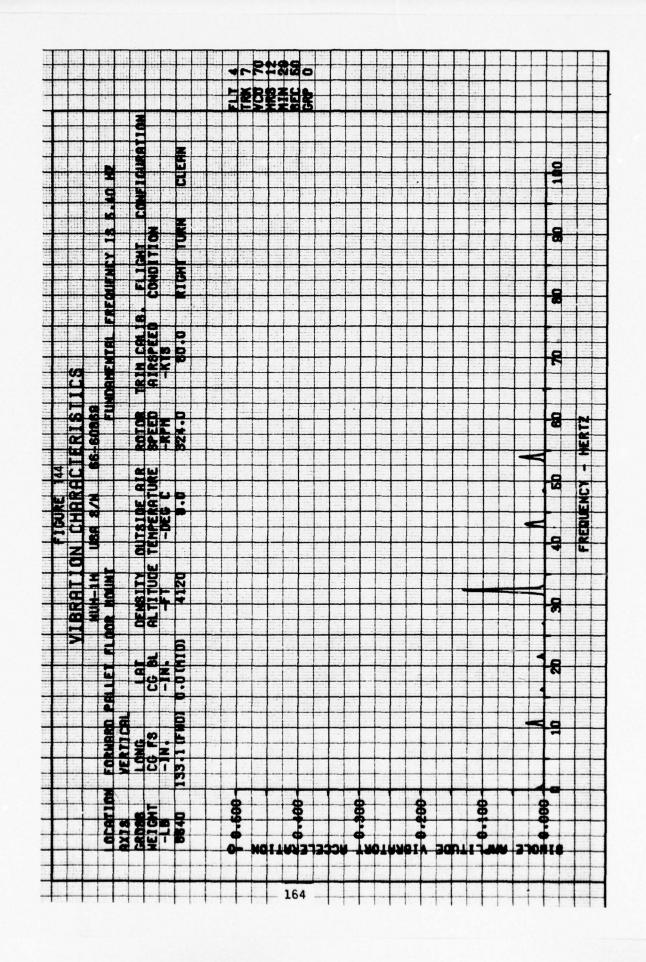




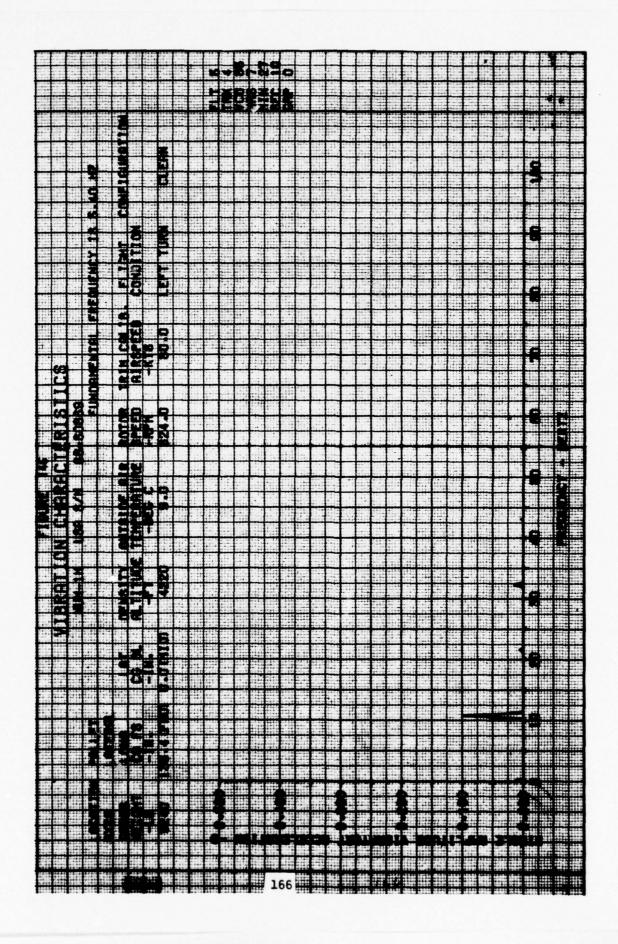
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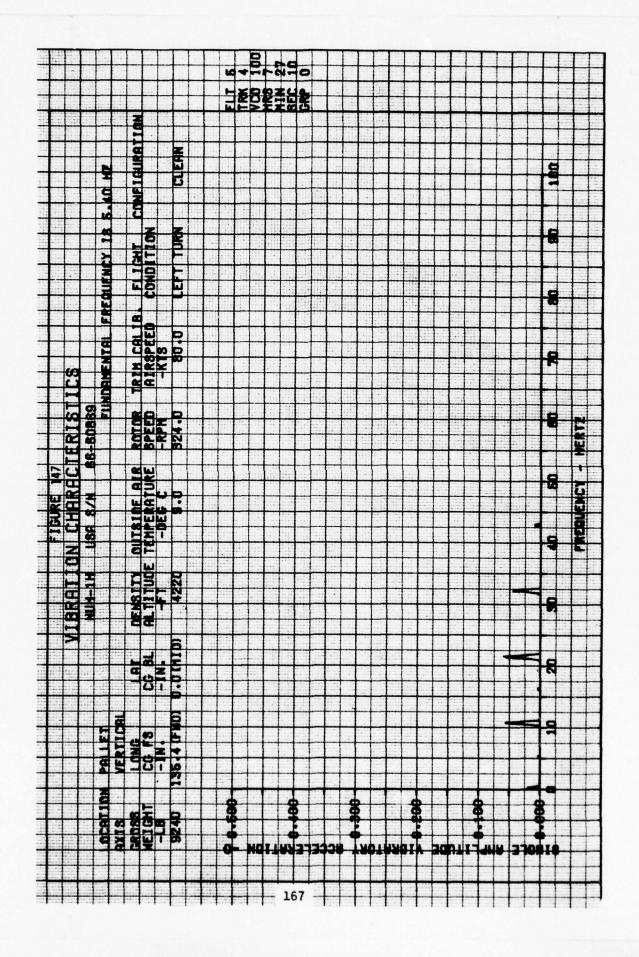
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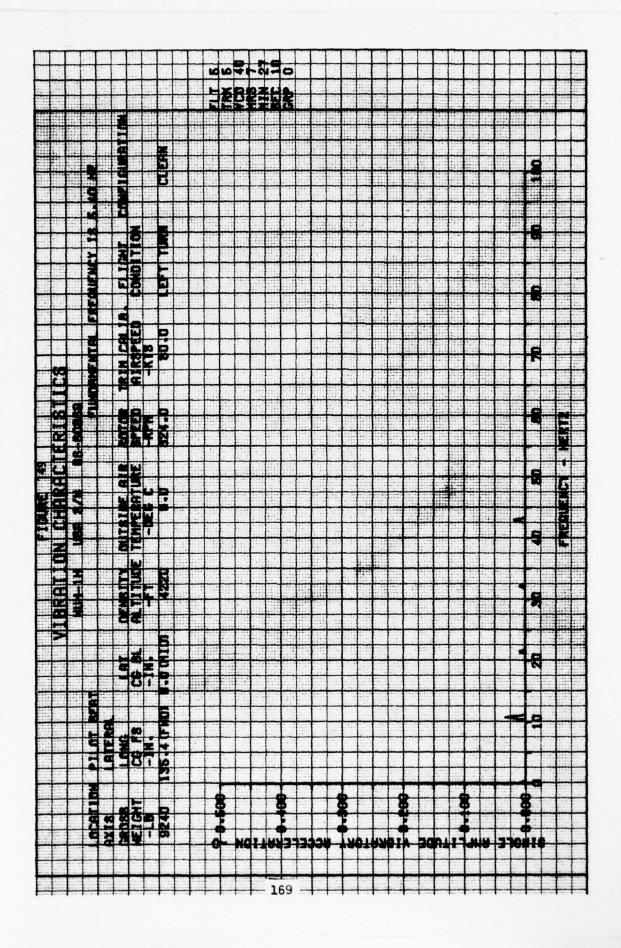
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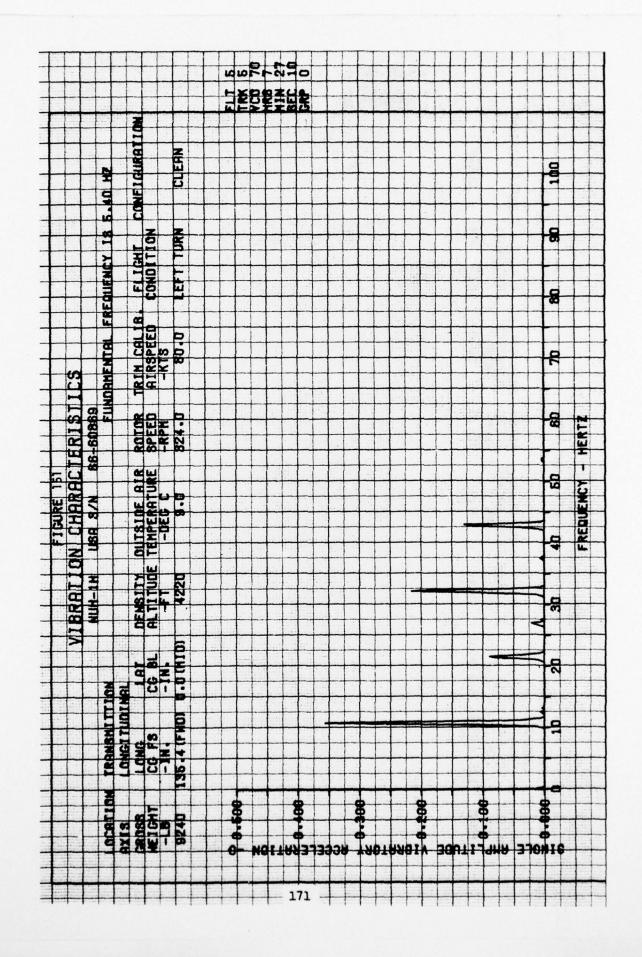


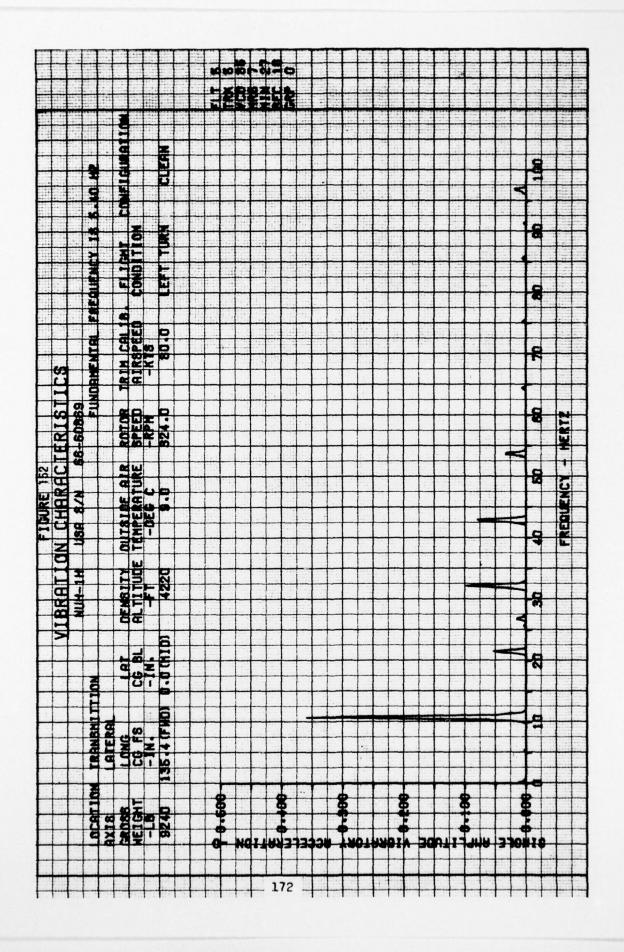
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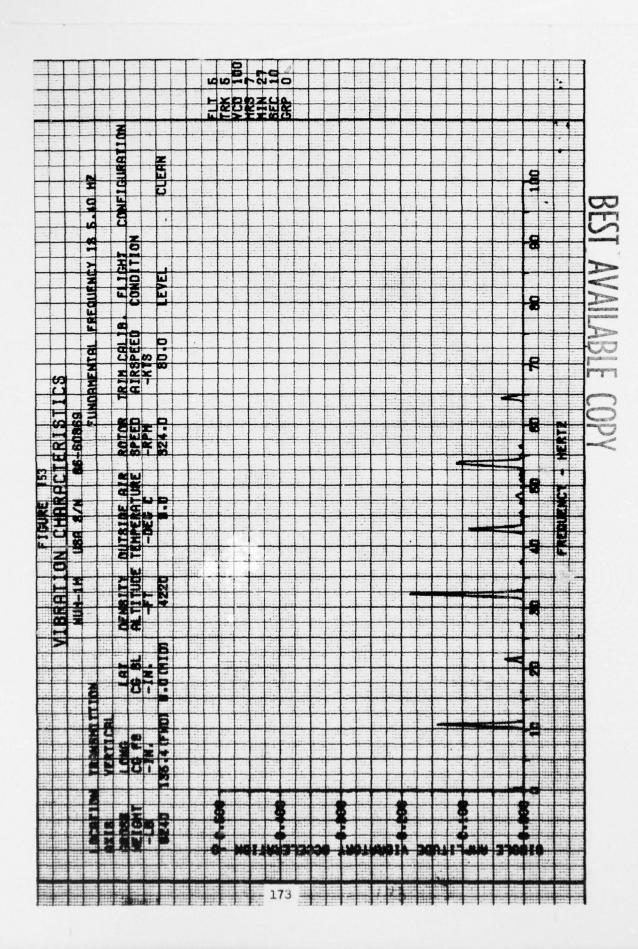
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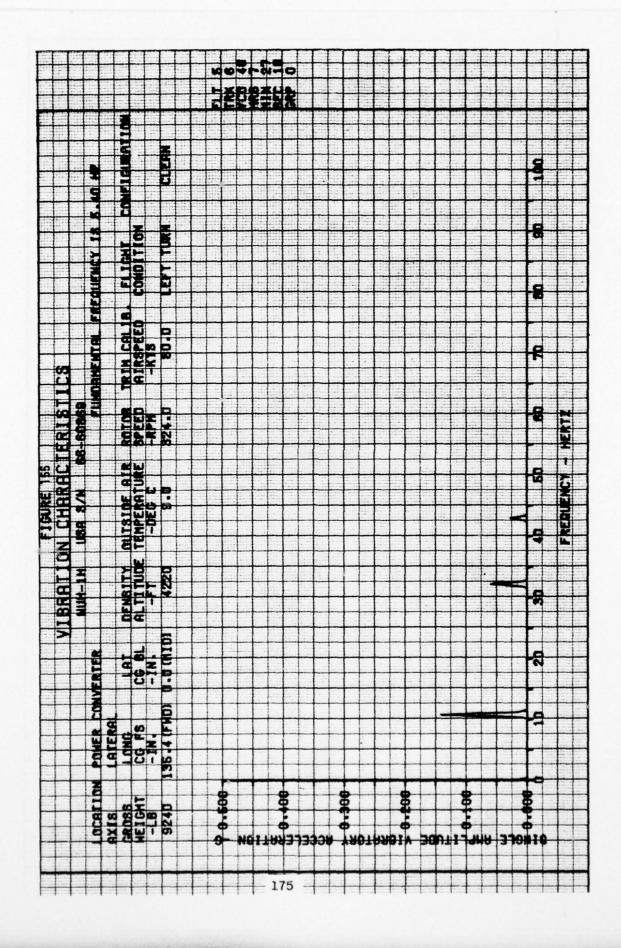


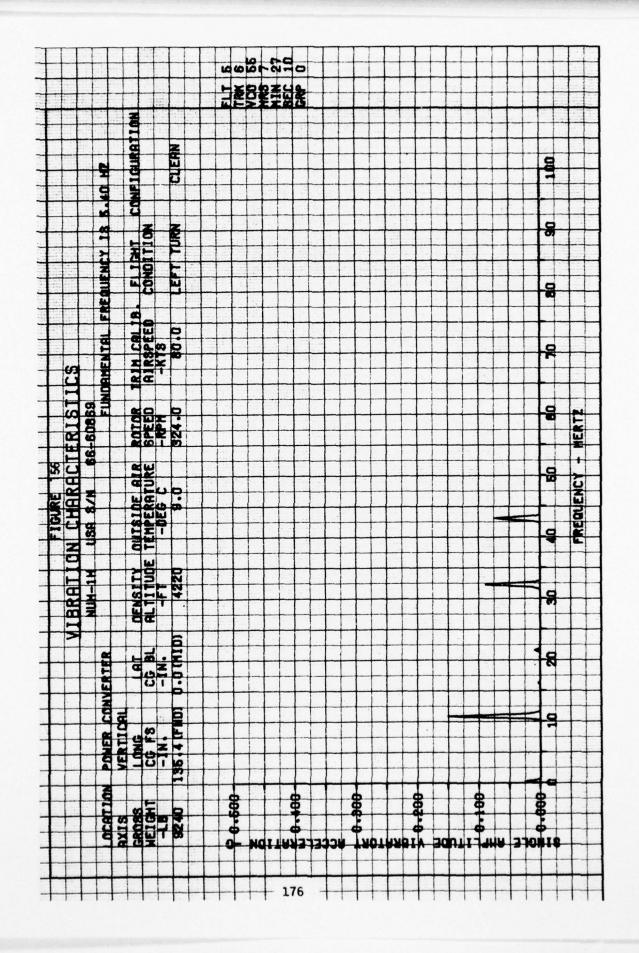


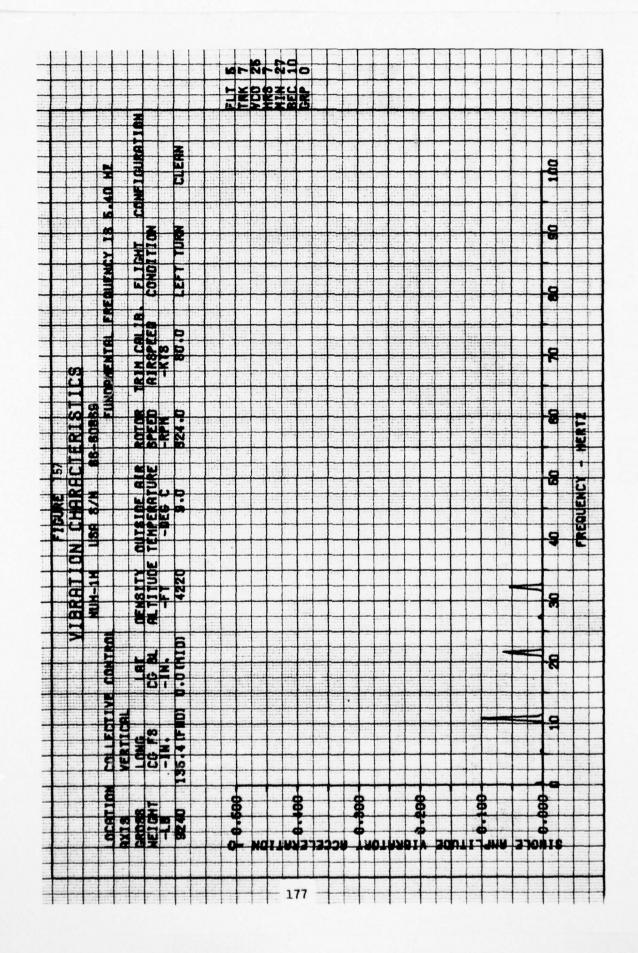


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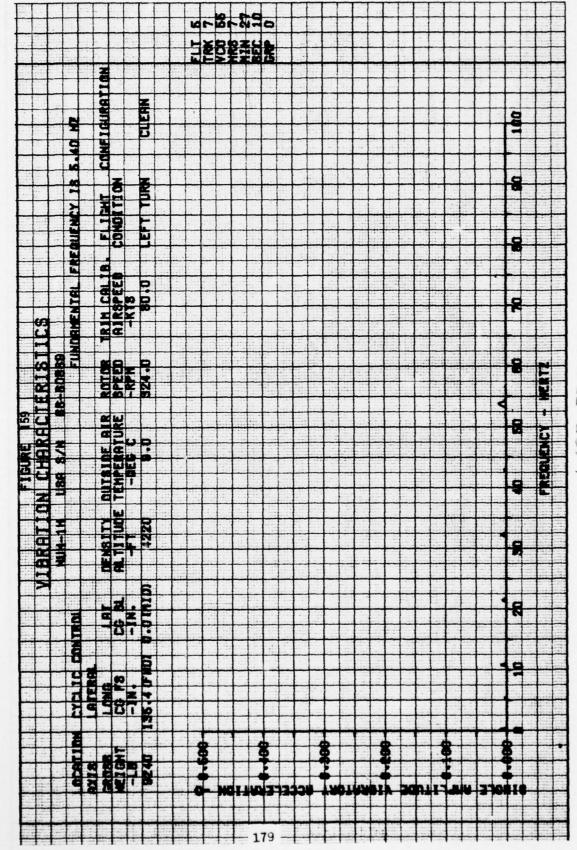


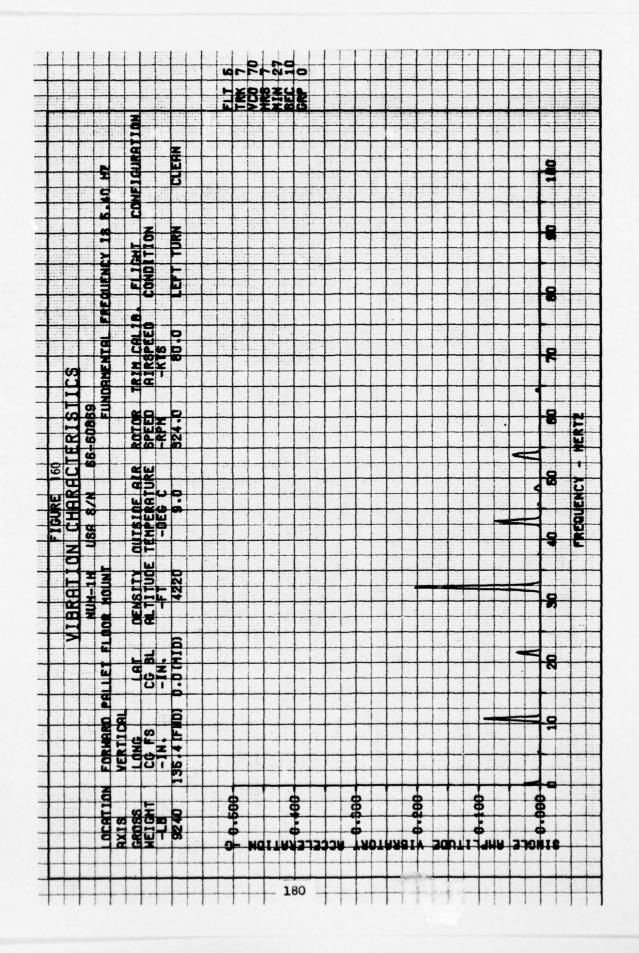


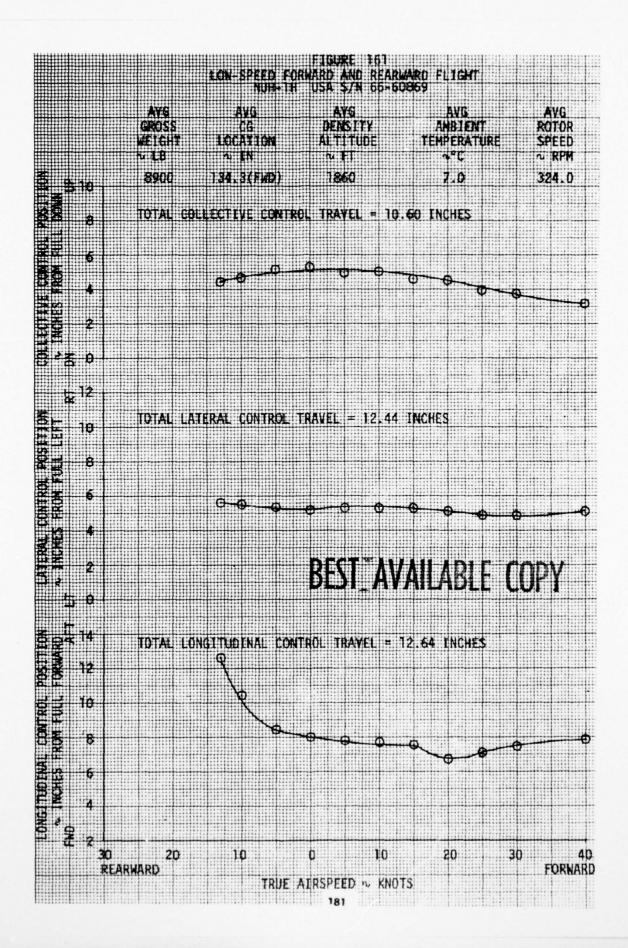


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